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International

MiG-17

by Frank T. Cuden



Aermacchi MB.339A

by Richard A. Franks

Back to Delta

by Richard J. Caruana



Plus

Century Series

Phantom Menace

Diorama - Pt. 1

World War One Wings

Volume 6 Issue 7 July 2000 £2.95
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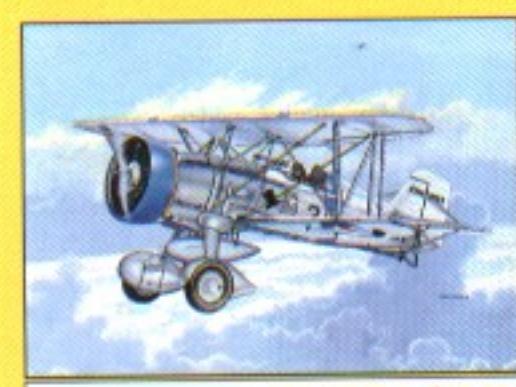
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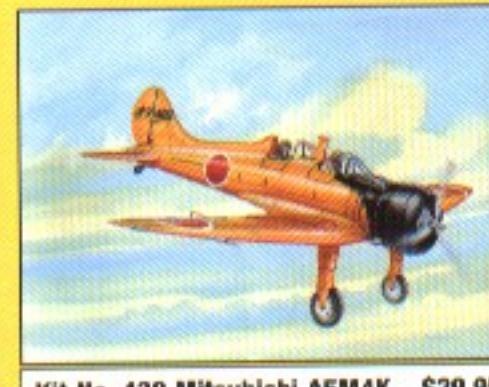
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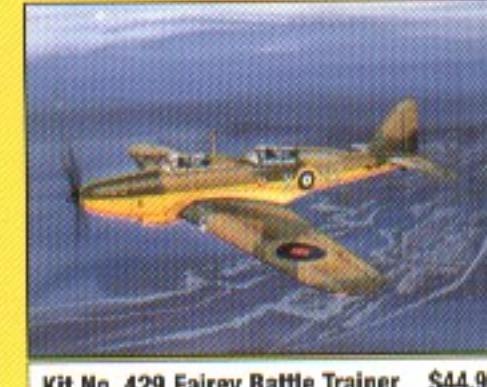
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samples will be supplied if requested. For all international companies
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Editorial

Volume 6 Issue 7

Getting motivated is not something you usually think about when dealing with a hobby, and I don't mean making yourself go and make models, it is more than that. Over the years I have met many modellers who fall into various 'categories'. There are those that buy everything new, cut a few bits off the sprues, hold it up to plans and then sell it a few months later at a club meeting; there are those who seem to buy hundreds of models and make them all; there are those who seem to buy only certain manufacturers products and take a delight in being 'the first to build it'; and there are those who plod along making things as and when they want, and of whatever subject they like. I find all of these modellers interesting in their own way, and I pass no judgement as to which of them are 'correct' in their attitude. This is a hobby and you get from it what you put in. After 25+ years of making models I often find that enthusiasm outweighs my actual ability and for the first time since I started making models at the age of eight, I actually have a number of part-completed models in my work room. I have just 'run out of steam' with them, and have moved on to other subjects that have taken my fancy. I am sure there are a lot of you out there who can relate to this, but I also found myself getting bogged down as a result of not completing any major projects. I was floundering a bit, sitting and looking at the model, instead of building it! Was this 'modellers

block'? For me the salvation came in the form of a lovely little kit from Italy, which I really enjoyed, and spent about two weeks making. The pleasure of building the kit relatively quickly, coupled with the ease of assembly, allowed me to enjoy the experience. I admit I could not help adding some details here and there, but basically the model was made from the box and I am quite pleased with the end result (something I have not been with the last few models). Strange though it may seem, I also did not seem to hit as many snags with the kit and maybe this was because I was relaxed and enthusiastic about what I was making. So, why all the waffle? well I just want to say that no matter how frustrated you get with your hobby, and no matter what level you are at, the idea is to enjoy what you do and the improvements you get as a result will lead to you enjoying it even more. All things take practice, but just remember to let your enthusiasm drive you, not your need to compete, achieve or prove something to yourself.

Go on, make models and enjoy yourself...

Richard A. Franks

Editor

News & Reviews

500... News Update

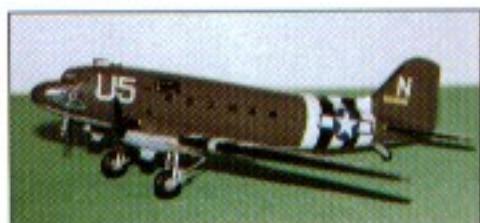
All the latest news from around the world.

503... Previews

An initial look at new kits that we have received for review.

510... Reviews

The Review Team builds a selection of the latest kits.



520... Accessories

This month we take a look at recent products from Aeroclub, Cutting Edge, Teknics, Flightpath, Paragon Designs, Falcon, CAM & J. Rutman. Also includes news section.

526... Decals

Some of the latest sheets from AML, Fantasy Printshop, Red Roo, Daco Products, Astra Decals & Dutch Decals. Also includes news section.

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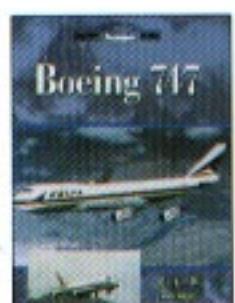
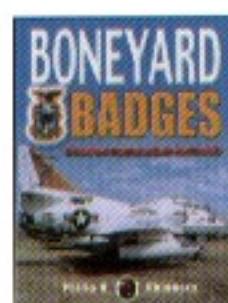
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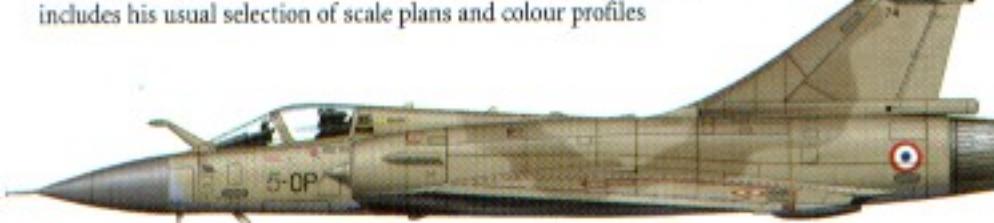
530... MB.339

Richard A. Franks builds the 1/48th scale Aermacchi MB.339A from Prems



540... Back to Delta

Richard J. Caruana takes a look at the Dassault Mirage 2000 and includes his usual selection of scale plans and colour profiles



550... Century Series

Steven J. Corvi completes this series with a look at the last of the Century Series in the form of the F-106 from Monogram



560... The Phantom Menace

Bill Clark builds Hasegawa's 1/48th scale Phantom FGR.2 with the help of additional parts from KMC and Eduard



571... Diorama - Pt.1

A new 'how to' series from Nick J. Wigman tackling the whole subject of dioramas for your models



564... MiG-17

Frank T. Cuden builds and details the 1/48th scale OEZ kit



News Update

Minicraft

1/144th

Recent kits issued in this scale by Minicraft are the Boeing 707-300 'TWA' (#14454/£10.99), Boeing 707-420 'Lufthansa' (#14455/£10.99), DC-3 'Western Air Lines' (#14458/£6.99) and the DC-6B 'Civil Air Transport' (#14459/£8.99).



Hit Kit

1/72nd

Two new limited run injection moulded kits have recently been released by this firm and they are the Spad 81c1 with French decals (#7214) and the Schreck FBA 17 HMT-2 flying boat with Polish and Chinese decals (#7215). Each of these kits are £7.50 in the UK and they included etched brass detail parts.



POMK

We have been informed by this manufacturer that NZ Distribution is no longer their European representative. As a result of this all potential purchases of their kits will have to do it directly with POMK. Visit their website at [Http://pomkit.hypermart.net](http://pomkit.hypermart.net) for more details.

Rutman

1/32nd

Apart from the Messerschmitt Bf 109K kit already produced by this firm (See Preview), the Bf 109G-10 is available in the same format and is also \$79.95.

MGD Models

1/72nd

This is a new name to us, but this firm has just released a resin kit of the Mavag Heja I/II Hungarian fighter (#7204) and it is £14.99 in the UK.

Pegasus

1/72nd

The latest limited run injection moulded kit from this manufacturer is the R.A.F Be.2e (#4011) and it is £13.99.

Eduard

1/72nd

New canopy and wheel mask sets in the 'Express Mask' series this month include those for the F-86D Sabre Dog (#XS049/Hasegawa/£1.35), H-21 Flying Banana (#XS051/Italeri/£1.35) and F-117 Nighthawk (#XS053/Hasegawa/£1.35). The latest camouflage mask set is for the P-51 Mustang (#XS519/£1.35).

New etched brass detail sets include those for the Tamiya D.H. Mosquito Mk VI/NF Mk II (#72-323/£6.50) and Italeri F-18E Super Hornet (#72-329/£4.99) as well as generic sets for RFC WWI seatbelts (#72-330/£3.99), French WWI seatbelts (#72-331/£3.99) and German WWI seatbelts (#72-332/£4.99).

New items in the 'Zoom' series include sets for the Bilek/Italeri Antonov An-2 Colt (#SS132/£1.99), Hasegawa Macchi C.202 (#SS138/£1.99), Italeri F4U-4 Corsair (#SS140/£1.99) and Academy Messerschmitt Bf 109E (#SS141/£1.99).

1/48th

New etched brass detail sets include those for the Focke Wulf Ta 152 (#48-300/£7.99) which fits the Trimaster, Dragon or Monogram incarnations of this kit, Henschel Hs 129B (#48-312/£4.99) from Hasegawa and F-117 Nighthawk (#48-315/£6.50) from Academy.

'Express Mask' releases in this scale include canopy and wheel masks for the Bristol Beaufighter (#XF042/Tam/£1.35), P-47D-25 Thunderbolt (#XF051/Acad/£1.35) and Macchi C.202 (#XF053/Has/£1.35). New national insignia masks include those for the P-51 Mustang (#XF526/£1.35).

1/32nd

New etched brass detail sets this month in this scale include those for the Tamiya F-14A Tomcat (#32-045/£9.50) and the reissued Ki-43 Oscar (#32-047/£7.99) from Hasegawa.

Revell®

1/144th

The most recent releases in this scale from Revell® are the Airbus A310-200 'KLM' (#4226/£9.99), the McDonnell Douglas DC-10-30 (#4243/£9.99) and CH-47D Chinook 'US Army' (#4459/£5.99).



1/72nd

The ex-Dragon Mistel 5 [He 162A-2 & Arado E.377a] (#4145) is now available

AModel

1/72nd

New injection moulded kits in this scale include the Mil Mi-1M (#7234/£7.99), which includes decals for Polish, Russian, Czech, Egyptian and Finnish versions, and the Kamov Ka-28 (#7237/£12.75), which features Indian and Yugoslav Navy decal options.



under the Revell® label and it is just £8.99. Also released in this scale is the Focke Wulf Fw 190F-8/R-14 (#4147/£3.99) and it will be interesting to see if all the modifications for this variant have been included, or if it is just an F-8 with a torpedo under it! The military version of the Agusta A-109KM (#4456/£6.99) and Panavia Tornado ECR 'Tigermeet' (#4617/£8.99) are also available.

1/48th

The all-new tooling of the F-15E Strike Eagle (#5511) in this scale is now available and it is £19.95.

Red Sky

1/72nd

A new name to us, but this firm have apparently just released kits of the Yakovlev Yak-7A 'early version' (#7201), Yak-7B 'late version' (#7202) and Yak-7V/UTI 2 seater (#7203), each of which are £4.80 in the UK.



PM

1/72nd

The Messerschmitt Me P.1111 (#217) is now available in the UK and it is £4.70.

Dujin

1/72nd

New resin kits from Dujin include the Druine/Rolla Son D.62 Condor (#7233/£13.95), Potez Po.43 (#72126/£15.95), Potez Po.43M (#72127/£15.95), Potez Po.58 (#72128/£15.95), Farman F.400/404 (#72129/£15.95), Farman F.400/404 (#72130/£15.95), SABC S.40e (#72132/£17.95), SABC S.47/Caproni Ca.335 Maels (#72133/£17.95), North American NA.143/145 (#72134/£15.95), Georges Levy HB.2/GL.40 (#72135/£19.95), Klemm Kl.36 (#72136/£17.95), Darmstad D.29 (#72137/£13.95) and the Baumer B.II Sausewind (#72138/£13.95).



Condor



ICM

1/72nd

The next couple of releases due in this scale from ICM will be the Polikarpov I-16 Type 24, Sukhoi Su-2 and I-5.



1/48th

Progress is being made with the new series of kits of the Spitfire and Messerschmitt Bf 109 in this scale. Both will come complete with engines and it is hoped that the first Spitfire kit will be available in July.

Roden (formerly Toko)

1/72nd

The test-shots of the new Heinkel He 111 series from this firm have been produced, and it is hoped that full production of the He 111B will start soon (see Special Preview). Preparations are in hand to also produce kits of the Fokker E.V, E.I, Dr.I and D.VIII, although we have no news regarding the time scale for these kits. Also announced are no fewer than twelve Albatros scouts, plus the Gotha G.V.

1/48th

In this scale the Gladiator and Sea Gladiator are promised 'soon'.

Condor

1/72nd

New kits in this scale will include a series of MiG-21s and MiG-29s, as well as a MiG-31.

Siga

1/72nd

Following on from their kit of the FJ-1 Fury (See review Vol 6/Iss 6), this firm is now preparing a similar kit of the McDonnell FH-1 Phantom 1.

Dakoplast

1/72nd

New limited-run kits from this firm will be the MiG-27 and Yak-7B.

M-Avia

1/72nd

Following on from their previous kit, the next subjects due from this firm will include the Hansa-Brandenburg C.I, W.12 and C.C, the Tchetverikov MDR-6, Heinkel He 114 and I.A.R.39. They also plan to release three versions of the MBR-2; MBR-2bis, MBR-2/M-17 and a civil MP-1/MP-1bis.

Delta Bits

1/72nd

New resin conversions due from this manufacturer will include a Junkers Ju 388L-0 (#DB5028/£19.99), Ju 188S (#DB5030/£12.99) and Ju 188S-1/U (#DB5032/£14.99). Also due for release are a set of WWII RAF fighter seats (#DB5019/£2.75).

1/32nd

In this scale there will be a cockpit detail set for the Revell* Hurricane (#DB2001/£11.99), a set of fabric wings for the same kit (#DB2002/£24.99) and a set of two resin seats for WWII RAF types (#DB2003/£4.99).

Pavla

1/72nd

The next subjects due for release in kit form from this manufacturer will be the Borovkov-Florov I-207, Vought SB2U-1/3 (V.167F) Vindicator, Republic P-43A Lancer, Grumman J4F-2 Widgeon/Gosling, Kamov A-7-IIkr and Grumman F7F-3N Tigercat.

DelVac Models

1/32nd

Delta Aviation Publications have announced that they have obtained the ID Models product range and that selected kits will be reissued under this name by them. The kits will be updated with the addition of resin and metal parts and the first couple of releases are as follows.

1/72nd

In this scale it will come as no surprise to hear that the biggest kit ever produced, namely the C-5A Galaxy, will be the first release. This huge kit will be £99.99.

1/48th

In this scale, at about the £45-50 mark will be the P2V-5 Neptune (#DV48001) and the EC-121H Constellation (#DV48002).

WSW

1/48th

The most recent resin kit from this manufacturer is the Fouga Magister. Due for release during June will be similar kits of the Focke Wulf Fw 56 'Strosser' and the DFS.230 glider.

Classic Airframes

1/48th

The latest limited-run injection moulded kit from Classic is the Curtiss Hawk III (#434), which includes Chinese & Royal Thai Air Force decals, a resin engine, wheel wells and cockpit interior. The UK price is £19.95.

MPM

1/72nd

The new kit of the Vought SB2U-3 Vindicator (#72087) is now available in the UK. The kit features resin cockpit interior, engine, bombs etc and is just £7.50. Future releases in this scale will include the Mitsubishi Ki-83 (#72088), Fairey Battle Mk I (#72090) and Bristol Blenheim Mk IV (#72089). MPM have also announced that they will reissue their McDonnell XF-85 Goblin kit (#72134) as an 'upgrade' with a new resin interior.



1/48th

The next limited-run injection moulded kit from MPM will be the Aero L-39 Albatros (#48042), which will include Czech, Russian and Libyan Air Force markings. In the HML resin kit series, the next subject will be the Focke Wulf Fw 200C-4 Condor (#008).



Azur

1/72nd

Available in the UK now is the new limited run kit of the North American NA-57/BT-9 (#7209). This kit includes a resin engine plus decals for French Vichy, French Navy and Luftwaffe aircraft and it is £7.80. The next two releases in this scale from Azur will be the Curtiss H-75A-4 [Mohawk IV] (#A013) and the Romeo Ro.37bis (#A014). The former will include French, German, Finnish and RAF decal options and a full resin cockpit interior, while the Ro.37 will have Spanish, Uruguay and

Italian Air Force decal options and both photo-etched and resin detail parts.



Special Hobby

1/72nd

Back in stock in the UK once again is the Dornier Do 31 V1 kit (#7218) and it is £14.95.

1/48th

The next kit in this scale from Special Hobby will be the Junkers Ju 87A (#48007) and this will include Spanish and German decal options and a full resin cockpit interior.



Choroszy Modelbud

1/72nd

New resin kits due for release during June and July from this manufacturer will be the Lublin R-VIII, SVA.5, SVA.9, SVA.10 and Caproni Ca.100.

Hasegawa

1/200th

Released in Japan during May was the JAL B747-200 'New Scheme' (#10617/¥1800). Due for release in mid-June in Japan was the

Eastern Express

1/72nd

Back once again, although under a different label this time, is the Sikorsky S-XVI (#72218), which is £4.99.



Monogram

1/72nd

Listed in the new catalogue in the USA is the N.A. F-82G Twin Mustang (#85-7561) in this scale. It will be a limited reissue within their 'Monogram Classics' series.

1/48th

Due for limited reissue in this scale is the Douglas A-1H Skyraider (#85-5419), which is again in the 'Monogram Classics' series.

1/32nd

Many will be delighted to hear that the 'Phantom Mustang' is due back once again. The kit may be limited to the USA, but it (#85-0067) is due back in its original box etc within the Monogram Classics series.



Airwaves

There are quite a few new items due in this series over the next few months, and so to keep you up to date with what they will be, here is a quick list.

1/72nd

Etched brass sets will include Royal Navy Helicopter Deck (AC72-211/£5.99 - May), Fairey Gannet Undercarriage Bays (AC72-212/£6.99 - Now), F-4 Phantom Wing Fold [Hasegawa] (AC72-213/£2.99 - End May),

New resin items will include Seafire Mk Ib (SC72-109/£4.99 - Mid June) and Spitfire Mk V Oil Cooler/Mk Va conversion (SC72-118/£1.00 - Mid June).

1/48th

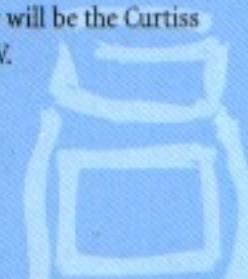
Etched brass sets will include F-4 Phantom Wing Fold [Hasegawa] (AC48-099/£3.99 - End May).

New resin sets will include Spitfire HF Mk VII [Arii] (SC48-049/£8.50 - Mid June), Seafire Mk Ib conversion [Tamiya] (SC48-061/£4.99 - Mid June), British Pacific Fleet parts for Seafire Mk III [incl; P-40 Drop tank, treaded wheels, Aero-vee filter (SC48-071/£5.99 - Mid June), Focke Wulf Fw 190A-2 cowl [Tamiya] (SC48-074/£4.99 - Mid June), P-40 90 Gal Drop Tank (SC48-075/£3.99 - Mid June), Spitfire Mk VIII Extended Wing Tips (SC48-076/£3.99 - Mid June) and Spitfire HF Mk VI conversion [Tamiya] (SC48-077/£4.82 - Mid June).

AML

1/72nd

The next limited run injection moulded kit from this manufacturer will be the Curtiss Hawk 75A-4 Mohawk IV.



News Update

Academy

1/72nd

The latest kits in this scale from Academy are the Boeing C-97A Stratofreighter (#1604) and the Boeing KC-97A Tanker (#1605), both of which are £28.99 in the UK. Also available is a new tooling of the Republic F-84E/G Thunderjet (#1617), which is just £6.99 and, on inspection, looks better than the Tamiya example!



1/48th

Two more ex-Hobbycraft kits have been released under the Academy label and they are the Polikarpov I-16 Type 10 (#2127/£10.99) and the Curtiss P-40C Tomahawk (#2182/£13.99).



Verlinden

1/48th

The most recent detail set from this manufacturer is for the Focke Wulf Ta 154 (#1547) kit from Revell-Monogram. This resin and etched brass set includes a new cockpit interior, engine, exhausts etc and is £12.20.



MD-82/MD-87 'American Airlines' (#10611/¥1500).



News from Shizouka of the planned release of the Airbus A320 in this scale will be well received by many. No details were forthcoming from Hasegawa about this kit's release, but hopefully it will not take too long to arrive.

1/144th

New in this scale in Japan during June is the YS-11E 'Electric Warfare' (#10619/¥2800).

1/72nd

Available in the UK during early May was the S-3A Viking (#00537), which includes markings for a machine from VS-28 (Hi-Vis) and VS-38 (Lo-Vis) and is £10.99. May releases in Japan included the TF-104G Starfighter 'Bicentennial' (#00074), Jaguar GR Mk 1 'Special Marking' (#00076), B-17F Flying Fortress 'Nose Art' (#00077), F-14B Tomcat 'Lantirn' (#00078/¥2400), Tornado GR Mk 3 'Special Markings' (#00079/¥1800), F/A-18 Hornet 'NASA' (#00080/¥1500) and F-4J Phantom 'Showtime 100' (#00081/¥2200).

Items due for release in Japan during June include the F-16CJ [Block 50] Fighting Falcon (#D18/¥1000), Heinkel He 51A/B (#00083/¥1000), Curtiss SOC-3 Seagull (#00084/¥1000), F-14A Tomcat 'Bicentennial' (#00085/¥2200), Mitsubishi F-2A 'Production Model No. 1& 2' (#00088/¥1400), Mitsubishi Ki-67 Hiryo with I Gou Type 1 Kou Guided Bomb (#00082/¥2800), SR-71A Blackbird w/GTD-21B (#K16X/¥2400) and SP-5B Martin (#K9/¥2000).

July will see the release of the F-117A Nighthawk w/GBU-27 bomb (#00086/¥1600) F-4C/D Phantom 'MiG Killer' (#00089/¥2200) and NP-3D Orion (#00087/¥3200).



1/48th

The only 'big' news from Hasegawa at the Shizouka show for this scale is that they plan to produce the Nakajima B5N2 (Kate). Once again there was no indication of the release date of this kit, so let's hope it does not take too long. Also on show at the event, and due for release very shortly is the N1K2-J Shiden-kai 'Early Version'.

May releases in Japan included the F6F-5 Hellcat '10000th Hellcat' (#09343), OH-6D 'J.M.S.D.F.' (#09342), A-7E Corsair 'Bicentennial' (#09343/¥3200), Henschel Hs 129B-1 'North Africa' (#09344/¥2600) and T-4 '13th FTW New Scheme' (#09345/¥2200).

New items due for release in Japan during June include the Nakajima Ki-84 Hayate 'Pre-Production Model No. 124' (#09346/¥2000), N.A. F-86F 'Thunder Tigers' (#09349/¥3200), F-104J Starfighter 'J.A.S.D.E.' (#PT18/¥2400), U.S. Aircraft Weapons Set D 'Smart Bombs & Targeting Pod Set' (#X48-8/¥1000), Hawker Hurricane Mk IV 'Far East Theatre' (#09347/¥2400), Junkers Ju 87D-4 'Torpedo Flieger Part 2' (#09348/¥2800) and N.A. P-51D Mustang 'Miss America' (#09350/¥2800).

Another item due for release in this scale is the ex-Trimaster Heinkel He 162 Salamander, although it is unlikely this will ever be available outside of Japan. July releases in this scale will include the F-4J Phantom 'VX-4 Vandy '76' (#09353/¥3200), U-36A 'JMSDF' (#09354/¥3200), Mitsubishi A6M5 Zero Model 52 '261st FG' (#09351/¥2000) and N1K2-J Shiden-Kai 'Early Version' (#JT73/¥2000).



Many of you may be happy to hear that the 'Museum Series' Fokker Dr.I in this scale is due back from Hasegawa during 2000. No confirmed details of release date or price as yet, but we will keep you posted.

High Planes Models

1/72nd

The latest limited run injection moulded kits from this manufacturer are the Dassault Mirage IIIC (#7231/£20.00) and the Yak 11 'Perestroika/Czech Mate' racer (#Racer7209/£14.00).

1/72nd

Available in the UK now is the Douglas A-20 Boston 'Straffer' (#7244), which comes with USAF and Australian decal options and is £20.00.



Tamiya

1/72nd

Apart from the new Spitfire Mk I (#60748/¥1000) and N.A. P-51D Mustang (#60749/¥1000) that we mentioned last month in this scale, Tamiya announced at the recent Shizuoka show that they are also going to release new kits of the Bf 109E-3 (#60751/¥1000), Fw 190D-9 (#60752/¥1000) and F4U-1D Corsair (#60753/¥1000). Release dates for all of these kits are given as July, but we will have to wait and see if this is correct!



1/48th Scale

The A-1J Skyraider 'USAF' was available in Japan during late May, so UK stocks should be here by the time you read this. The

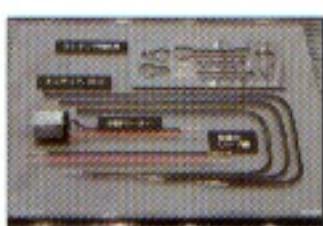
confirmed UK price for this kit (#61073) is £22.99. Other news in this scale includes the Dornier Do 335A-0/A-1 (#61074/£30.00), which should also be available soon. The only new items announced in this scale at the Shizouka show were the two-seat version of the Do 335 and, at last, the next version of their D.H. Mosquito series. The next chosen subject will be the NF Mk XIII/XVII, and although no confirmed details are so far available, it looks as if this kit will be on general release by the Autumn.



1/32nd

Here the only news is the Mitsubishi A6M5 Model 52 Zero. This all-new tooling has positionable control surfaces and a mass of interior detail. As mentioned last month the kit will also have a motor and light option via a separately available set of parts. For all you thinking this will make the kit a 'toy', do not fret, as the batteries for the motor fit in the drop tank, and the electric motor fits inside the kit motor so well, that it is invisible even with the cowls off! Although there has been some delay in this kit's release, due to the need to make some corrections to the moulds, it is likely that it will be available in either July or August. Currently the listed price for this kit (#60309) is ¥6200 (about £40). No other news in this scale from Tamiya, and with Academy announcing the F/A-18 Hornet series in the scale, it may be that Tamiya have 'missed the boat' with that subject.

As an aside to all the above, Tamiya also announced that they are to release three new 'NATO' colours in their acrylic paint series. These colours will be NATO Green (XF-67), NATO Brown (XF-68) and NATO Black (XF-69).



Fine Molds

1/72nd

Noted in Japan from this firm recently were injection moulded kits of the Mitsubishi I Goh 1 Koh bomb (#SP-03/¥600) and Kawasaki I Goh 1 Otsu bomb (#SP-04/¥600).

Although this is not to be released under the Fine Molds label, one of their employees is going to release a resin kit of the Hawker Sea Fury racer 'Critical Mass'. The kit (#10/¥9800) is due out in early July, but to date we are unaware if it will be seen outside of Japan.



1/48th

Reissued in Japan in late May was the Yokosuka D4Y2 Suisei (Judy) Model 12 (#7AC5/¥500).

As far as new products go, Fine Moulds are about to release another version of the Ki-43 Hayabusa (Oscar). This time it will be the Ki-43-II 'Late Version' (#FB-04) and it is listed at ¥2400 for release during June.

Sweet

1/144th

An odd name I know, but this firm has been created by a retired Tamiya employee and it will specialise in models in this scale. The first release will be the Macchi C.200. The listed price is ¥1000, and this will include parts for two aircraft. No more details are currently available, but hopefully this range will make its way into the UK.



Fujimi

1/72nd

Nothing new has been announced by Fujimi at the Shizouka show, but they will be reissuing a number of their kits in this scale. These items, which are due for reissue in Japan during July, will be the V.S. Spitfire 'Fighter Recon' (#72092/¥1800), V.S. Spitfire 'RAF in Germany' (#72093/¥1800), V.S. Spitfire 'Red Lion' (#72094/¥1800), V.S. Spitfire 'After D-Day' (#72095/¥1800), V.S. Spitfire 'King's Cup Race' (#72096/¥1800), F/A-18 Hornet 'Top Gun' (#72097/¥1800), F/A-18 Hornet 'Chippy Hol' (#72098/¥1800), F/A-18 Hornet 'Australian Air Force' (#72099/¥1800), F/A-18 Hornet 'Spanish Air Force' (#72100/¥1800) and F/A-18 Hornet 'Sharp Shooters' (#72107/¥1800).

1/48th

Due for release in Japan from this firm during July will be the Mitsubishi E1/T-2 (#35174/¥2200) and T-2 'Blue Impulse' (#35175/¥2200).

Italeri

1/72nd

Recent releases and reissues from this firm include the JAS-39A Gripen (#0008/£6.50), AB-204B (#1201/£4.00), H-21C Gunship (#1203/£8.50), Cant Z.501 'Gabbiano' (#0112/£11.00), Junkers Ju 188A-1/E-1 (#0117/£11.00), Dornier Do 24T (#0122/£8.50) and AC-47 'Spooky' Gunship (#0167/£8.50). The last four of these are limited reissues, so get them while you can.



Mach 2

1/72nd

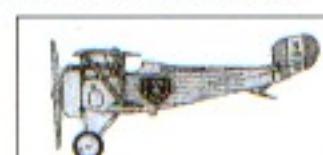
Two new limited-run injection moulded kits have been released by this French firm recently. The first is the C-123 Provider (#2472), which includes options for a C-123B, K or NC/AC-123K and is £33.55. The other is the SE.313 Alouette II (#2572) which is £12.70.



HR Models

1/72nd

The latest resin kit from this manufacturer is the Nieuport Ni.17bis (#7256) with Nungesser decals, and it is £13.50.



Dragon

1/72nd

Noted in Japan for release in May were the YF-22 Lightning 2 (#2508/¥1400), Mistel 5 He162A & Arado E.377a (#5002/¥1800) and the Arado Ar 234B 'Nachtigall' (#5012/¥2800). We are unaware if these kits are restricted to the Japanese market only, so we are unsure if they will ever appear in the UK.

1/48th

In this scale the Mistel 2/S2 (#5510/¥5200) was also due for reissue in Japan during May.

Airfix

1/72nd

I am sure many of you will be delighted to hear that the H.S. P.1127 (#00033) and Piper Cherokee Arrow (#00060) are both back again from this firm, and they are £2.99 each in the UK.

1/44th

Also reissued is the BAC 1-11 'British Caledonian' (#03178), which is £5.99.



Unicraft

1/72nd

The most recent resin kits released by this manufacturer are the Cheranovsky BiCh-17, Cheranovsky BiCh-3, Borovkov-Florov 'D', Blohm & Voss 'Zerstorer' and the Kalinin K-15. Also available are conversions for the Fw 190 V19 and the Bf 109TL.1.

UK modellers can obtain these via Hannants.

Sky High

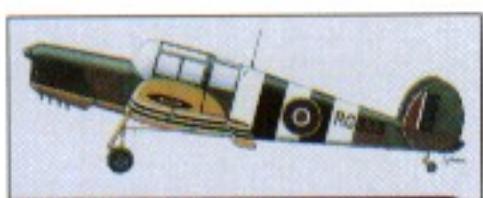
1/72nd

Available from this firm is the Kamov Ka-25C (#72011), which comes with Russian decal options and is £7.20.

This is in fact the AModel kit repackaged under this label.



Previews



Miles M.38 Messenger

Scale: 1/72nd
Kit No: 72019
Price: £6.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear
Parts: Plastic 17, Etched Brass 12, Resin 6, Vac-formed Clear 2
Decal Options: 2
Manufacturer: Pavla Models
Obtain in UK via: Hannants



Douglas A-20 Boston 'Straffer'

Scale: 1/72nd
Kit No: 72044
Price: Aus\$36.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 22, White Metal 7, Vac-formed Clear 2
Decal Options: 3 (1xUSAAF, 2xRAAF)
Manufacturer: High Planes Models
Obtain in UK via: Hannants



Fairey Battle Trainer

Scale: 1/48th
Kit No: 429
Price: £29.95 (\$44.95)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 56, Resin 24, Vac-formed Clear 10
Decal Options: 2
Manufacturer: Classic Airframes
Obtain in UK via: LSA Models, Aeroclub & Hannants



Loire 210

Scale: 1/48th
Kit No: 4845
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & Vac-formed Clear
Parts: Resin 42, Vac-formed 2
Decal Options: 1
Manufacturer: Pend Oreille Model Kits



YAK 11 Unlimited Racer

Yak-11 'Perestroika/Czech Mate'
Scale: 1/72nd
Kit No: Race 009
Price: Aus\$26.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 20, White Metal 3, Vac-formed Clear 1
Decal Options: 2
Manufacturer: High Planes Models
Obtain in UK via: Hannants



Westland Whirlwind

Scale: 1/48th
Kit No: 415 Price: \$39.95
Panel Lines: Recessed ✓
Status: Revised & Reissued Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin, White Metal, Etched Brass & Vac-formed Clear
Parts: Plastic 32, White Metal 8, Resin 56, Etched Brass 28, Vac-formed Clear 2
Decal Options: 2
Manufacturer: Classic Airframes
Obtain in UK via: LSA Models, Aeroclub & Hannants



Mil Mi-1M

Scale: 1/72nd
Kit No: 7234
Price: £7.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 53, Clear 7
Decal Options: 5
Manufacturer: A-Model
UK Distributor: Pocketbond Ltd



Potez 452

Scale: 1/72nd
Kit No: 012
Price: £6.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 47, Resin 2 Vac-form 2
Decal Options: 3
Manufacturer: Azur
Obtain in UK via: Hannants



Griffon Mustang 'World Jet'

Scale: 1/72nd
Kit No: Race 007
Price: Aus\$26.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal & Vac-formed Clear
Parts: Plastic 29, White Metal 2, Vac-formed Clear 1
Decal Options: 1
Manufacturer: High Planes Models
Obtain in UK via: Hannants



Mitsubishi A5M4K 'Claude'

Scale: 1/48th
Kit No: 438
Price: £19.95 (\$29.95)
Panel Lines: Recessed ✓
Status: Converted Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 27, Resin 36, Vac-formed Clear 2
Decal Options: 2
Manufacturer: Classic Airframes
Obtain in UK via: LSA Models, Aeroclub & Hannants



PZL-104 Wilga

Scale: 1/72nd
Kit No: 7232
Price: £7.99
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic
Parts: Plastic 48, Clear 4
Decal Options: 7
Manufacturer: A-Model
UK Distributor: Pocketbond Ltd



Supermarine Spitfire PR Mk XI

Scale: 1/72nd
Kit No: 72086
Price: £7.25
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic & Resin
Parts: Plastic 40, Clear (Inj) 1, Resin 9
Decal Options: 3
Manufacturer: MPM
Obtain in UK via: Hannants



Dassault Mirage IIIIC

Scale: 1/72nd
Kit No: 72031
Price: Aus\$36.00
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, White Metal, Resin & Vac-formed Clear
Parts: Plastic 41, White Metal 11, Resin 4, Vac-formed Clear 1
Decal Options: 3
Manufacturer: High Planes Models
Obtain in UK via: Hannants



Fairey Battle

Scale: 1/48th
Kit No: 428 Price: £29.95 (\$44.95)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 53, Resin 29, Vac-formed Clear 6
Decal Options: 2
Manufacturer: Classic Airframes
Obtain in UK via: LSA Models, Aeroclub & Hannants



Tupolev Tu-16K-26

Scale: 1/72nd
Kit No: RV001
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic & Etched Brass
Parts: Plastic 45, Clear 9, Etched 125
Decal Options: 2
Manufacturer: Red Wings (Previously Red Hurricane)
Obtain in UK via: Hannants



Messerschmitt Bf 109T

Scale: 1/72nd
Kit No: 72132
Price: £6.50
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Limited-run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear
Parts: Plastic 38, Etched Brass 11, Res 11, Vac-form 2
Decal Options: 2
Manufacturer: MPM
Obtain in UK via: Hannants

**Sikorsky HO3S-1**

Scale: 1/72nd
Kit No.: 72126
Price: £TBA
Panel Lines: Recessed ✓
Status: Upgraded Tooling ✓
Type: Limited-run Injection Moulded Plastic, Etched Brass, Resin & Vac-formed Clear
Parts: Plastic 46, Etched Brass 20, Resin 9, Vac-form 3
Decal Options: 2
Manufacturer: MPM
Obtain in UK via: Hannants

**Flettner Fl 265**

Scale: 1/72nd
Kit No.: SH72020
Price: £5.50
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic, Resin & Vac-formed Clear
Parts: Plastic 24, Resin 15, Vac-form 2
Decal Options: 2
Manufacturer: Special Hobby
Obtain in UK via: Hannants

**Avia Ba.122**

Scale: 1/72nd
Kit No.: 7296
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin, White Metal & Vac-formed Clear
Parts: Resin 50, Metal 1, Vac-form 2
Decal Options: 1
Manufacturer: RS Models
Obtain in UK via: The Turntable

**Praga E.39**

Scale: 1/72nd
Kit No.: 9201
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Injection Moulded Plastic, Etched Brass & Vac-formed Clear
Parts: Plastic 49, Etched 19, Vac-form 2
Decal Options: 8 (Czech & Slovak)
Manufacturer: RS Models
Obtain in UK via: The Turntable

**Petlyakov Pe-2**

Scale: 1/48th

Kit No.: 48043

Price: £24.95

Panel Lines: Recessed ✓

Status: New Tooling ✓

Type: Limited-run Injection Moulded Plastic & Resin

Parts: Plastic 86, Clear (Inj) 10, Resin 24

Decal Options: 3

Manufacturer: MPM

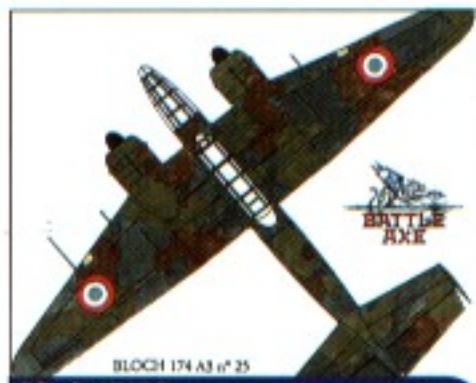
Obtain in UK via: Hannants

**Messerschmitt Bf 109K-4**

Scale: 1/32nd Price: \$79.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Vac-formed Plastic, Resin & Etched Brass
Parts: Vac-form Plastic 7, Clear (VF) 2, Resin 71, Etched 16, Metal 3
Also Includes: Clear Plastic Sheet & Copper Wire
Decal Options: 2
Manufacturer: J. Rutman
Note: Only available directly from the manufacturer

**LeO C.30**

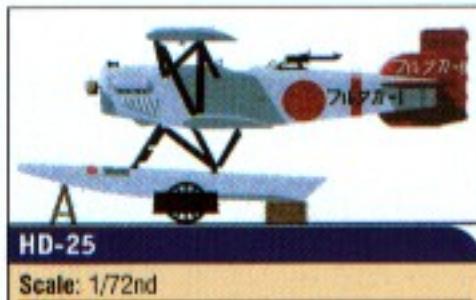
Scale: 1/48th
Kit No.: 48AR14
Price: £45.00 (265FF)
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin & White Metal
Parts: Resin 14, Metal 22
Decal Options: 3
Manufacturer: JMGT
Obtain in UK via: Hannants

**Bloch 174A3**

Scale: 1/48th
Kit No.: 48 BA 04
Price: £29.95
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Limited-run Injection Moulded Plastic & Vac-formed Clear
Parts: Plastic 130, Vac-form 9
Decal Options: 2
Manufacturer: BattleAxe
Obtain in UK via: Hannants

**Aichi D1A1**

Scale: 1/72nd
Kit No.: B11
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 62
Decal Options: 3
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub

**HD-25**

Scale: 1/72nd
Kit No.: B13
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 55
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub

**Mitsubishi B2M2 Type 89-2**

Scale: 1/72nd
Kit No.: B15
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin Parts: Resin 74
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub

**B3Y1 Navy Type 92**

Scale: 1/72nd
Kit No.: B09
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 50
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub

**Ki-4 (Single Float Version)**

Scale: 1/72nd
Kit No.: B17
Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin
Parts: Resin 52
Decal Options: 2
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub

**Aichi D1A2**

Scale: 1/72nd
Kit No.: B12 Price: £TBA
Panel Lines: Recessed ✓
Status: New Tooling ✓
Type: Resin Parts: Resin 60
Decal Options: 1
Manufacturer: Choroszy ModelBud
Obtain in UK via: Aeroclub



541

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Special Preview Rodden's Early Heinkel

Many of you will have read the various news extracts listing the recent changes within Toko. Basically the parent company went back to mainstream injection moulded work (washing-up bowls etc!), and in doing so, they decided to cease all construction kit manufacturer. The existing moulds were all put in store, and we believe that these have now been acquired by Eastern Express. The new kits all announced by Toko for a 2000 release were put on hold, but the people in charge of the Research & Development side decided to go it alone, and therefore set up Roden. This new company will develop all the new toolings that had initially been due under the Toko label.

Probably one of the most exciting releases were the series of early Heinkel He 111s in 1/72nd scale. One of the first examples of the first kit (He 111B) has just arrived with us, so for all of you waiting to see what it is like, here are some pictures of the sprues etc.

Overall impressions are favourable, but we did note a bit of flash around the propellers and wings. This is easily removed, but the components don't have the same 'crisp' look as those made by Toko. Surface detail is engraved, and the level of detail is excellent. The only down sides are the thickness of the plastic, which in the fuselage halves results in a rather 'stocky' feel to the whole thing, and the large number of prominent ejector tower marks



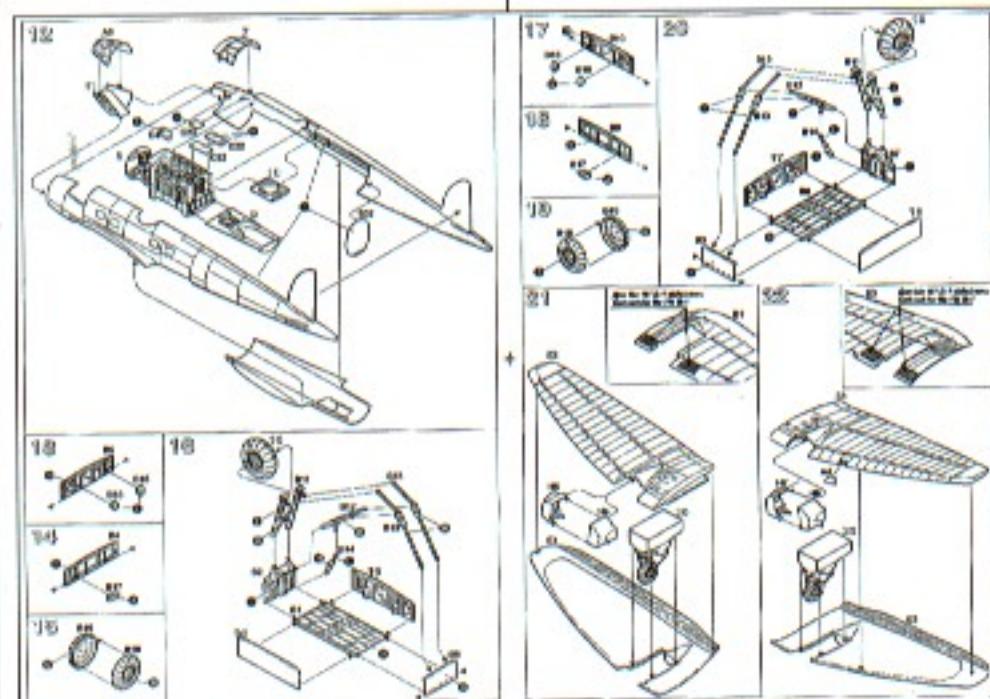
throughout the larger parts. These are fine in areas where they are not seen (e.g. rear fuselage and inside the wings,) but they are present within the framework of the fuselage interior. The clear sprue is very good, with a well defined engraved framework. All of the vertical bomb cells in the mid-section of the fuselage are included and the wheel well bays are made up of no less than five pieces. Optional parts include B-1 or B-2 upper engine cowls and forward nose glazing. Even the exhaust stacks are all separately moulded.

Colour Options

This kit comes with three schemes. The first is 25-15 of 4.K/88, Spain, 1937, the second is 25-17 of 1.K/88 also in Spain in 1937 and the final option is D-ARAU and this is the only B-2 variant. Colours are cross-referenced by Humbrol code, but not RLM numbers.

Decals

These include all the markings for each option, plus decals for the instrument panels (already with a light grey background - nice touch). The first option has the Scotty Dog artwork on the vertical fin to commemorate the death of the crew's dog Peter whilst he was aboard on a mission on the 16th June 1938. The images are not identical, which is quite correct, and it is nice to see Roden ensuring accuracy in this manner. The second option has the silhouette of a man in a top hat carrying a ladder on the vertical fin. The red band and white circle for the fin/rudder of the third option is applied in decal form, but because of the laws regarding swastikas in some European countries, these markings are supplied in two parts. The carrier film



An example of the clear instructions

is matt, but there is very little excess to be seen around each image.

Conclusion

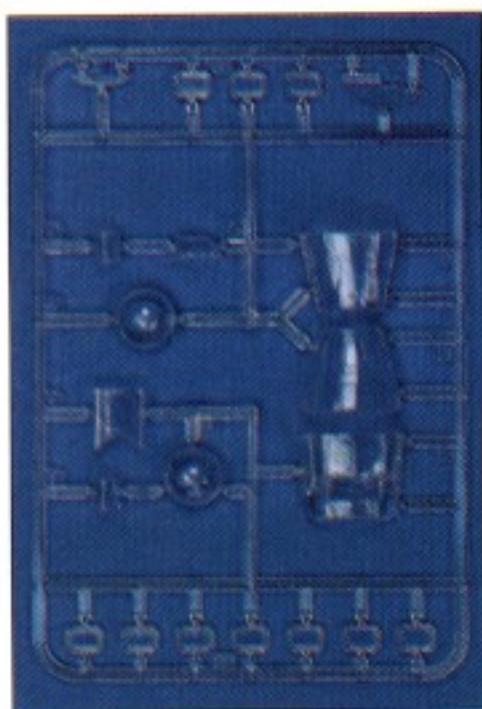
It is good to have an early He 111 at last, and the other versions due from Roden are all based on this tool (as you can see by the fuselage breakdown). The quality of the

injecting is not as good as what you would expect from Toko, but as a first effort by Roden it bodes very well. Of course much will be discovered when this model is built, so I will restrict any further comments until this is done.

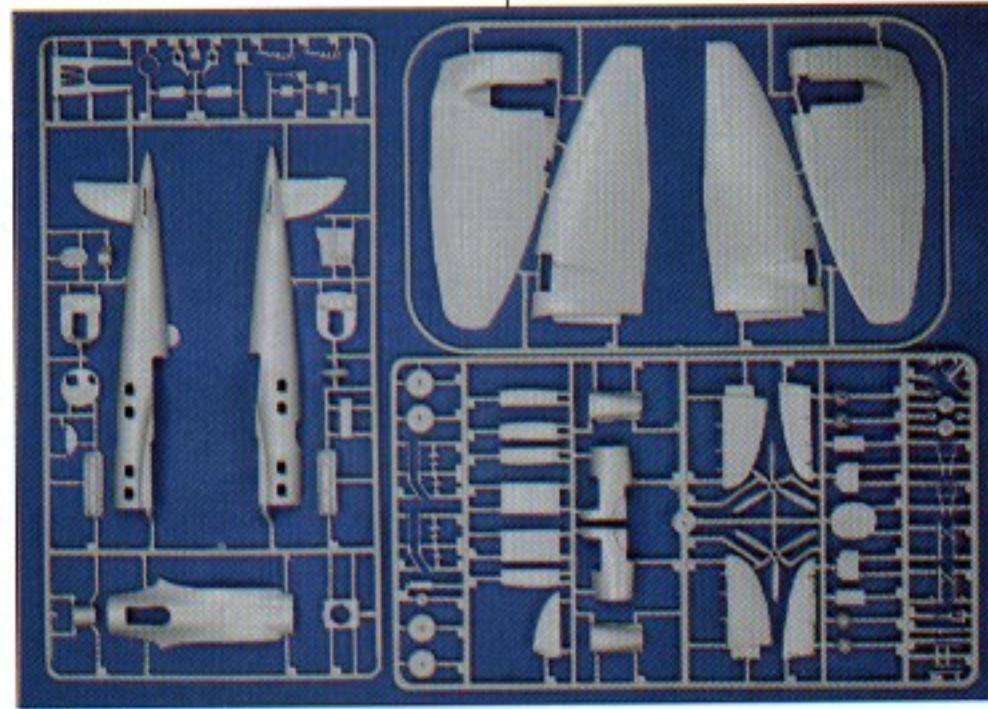
My thanks to Alexandr and the guys at Roden for the chance to see this kit, and hopefully UK stocks will be available by the time these words are read. The UK distributor for the Roden range will be Pocketbond Ltd.



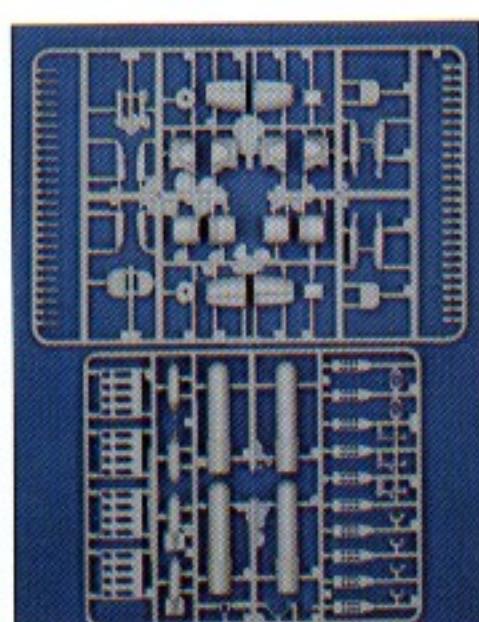
The decal sheet



The clear sprues



The five main sprues



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CEBM48432	HAP Tiger Canopy & Wheel Hub Masks for Revell
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CEBM48452	Bf 109F Canopy & Wheel Hub Masks for Airfix
CEBM48453	A-10 Canopy Masks for MPM
CEBM48454	Bf 109F/MiG-10 Canopy Masks for ESCI
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CEBM48456	Swordfish Early Scheme "A" Camouflage Pattern Masks for Tamiya
CEBM48457	F-117A Canopy & Wheel Hub Masks for Testors/Italeri
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Shenyang F-8IIM "Finback B"

Technical Data

Manufacturer: AA Models

Scale: 1/48th

Price: HK\$39.50 (Approx £3.16)

Kit No.: Z-F0005

Panel Lines: Recessed ✓

Status: Revised Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 85 (White), Clear 2

Decal Options: 1

Distributor: AA Models (China)

Sample Source: Universal Models Ltd

CHINA AIR FORCE'S NEW SUPERSONIC
中国空军新制超音速战斗机



The Kit

This kit comes in a big, very sturdy box with four bags of sprues. There are around ninety parts in soft white plastic with engraved panel lines and four thick clear parts including separate windscreens and hinged canopy plus a two-part stand (no pilot figure is supplied though). The bag with the clear parts includes the decal sheets. All components are flash free but the reverse side is totally covered in ejector pin marks, most of which will need filling. I usually use Humbrol glue for the larger areas of my models, but this plastic did not like it, failing to bond properly. I used EMA's Plastic Weld liquid instead, an excellent product that bonded strongly in a few seconds. Also included in the box is a tube of Model Toy 368 glue, which according to the label is the King of glues! From what I can understand on the back of the tube it can stick ABS, HIPS (whatever that is) and PVC. Sounded like pretty good glue so I decided to use it in the review, only thing wrong with it was that the tube was empty except for some air keeping it puffed up!

Instructions

The instructions come on a single sheet of exploded views covering eleven stages of construction with a lot of omissions & errors. The biggest mistake is sticking the fuselage together in stage 5 and then stage 8 telling you to add the cockpit tub and hinged canopy, which is of course impossible. Needless to say I didn't use the instructions much and the construction section from the cockpit on is my own sequence. There isn't any painting advice at all for internal details. The only painting advice is on the English language panel on the outside of the box. This says to paint it as shown in the picture on the box top, which is a bit dodgy as the photo and box painting are both showing only the underside and the blue trim is a different shade on each.

Construction

This starts with the air intakes, which needed their lips thinning down with a scalpel and a gap filling between the

splitter plate and lower edge inside of the intakes on both sides. Next the tail fin and wing halves go together. They are almost snap-fit with large locating lugs and holes, as is the fuselage and some of the weapons. The alignment is perfect but the trailing edges are very thick. The cockpit is built up from a very shallow tub with no detail on it at all. The ejection seat is a very basic one-piece moulding that is around 1/60th scale or for a very short pilot! The joystick is laughable, a thick triangle with a tennis ball on top (part A29), which is probably why it is not mentioned in the instructions. I just couldn't use this piece so I replaced it with a cut down stick from an old 1/48th ESCI Mirage F-1. Also not in the instruction sheet is the instrument panel (part A11), which has some raised detail and a block that I think is either a hooded radar screen or a HUD mount. I made a throttle quadrant from scrap plastic and painted some panels on the side consoles to make the cockpit look a bit busier. From the few pictures I have, the cockpit appears to be painted semi-gloss black, with hands-on-throttle-and-stick (HOTAS) controls according to the Chinese, but they won't let

These lumps are mounts to allow for the opening canopy and the resulting hole has to be filled. I usually have the canopies closed on my kits but you can still pose it open if required. There is a moving ventral fin, which folds to the right for landing as on the MiG-23.

The nose cone (with probe) is designed to be removable to show the very basic radar, but it is far too loose a fit. The radar mount has gaps either side that will need to be filled, unless you like seeing all the way through to the tail. I didn't use the radar parts and filled the nose with a lot of lead and Milliput so the plane isn't going to sit on its tail.

The tail fin is slightly narrower than the fuselage spine and had to be blended in with filler. The air intake in the fin leading edge is inaccurate so I built up and reshaped it with Milliput, to match photographs, then drilled it out. All six small intakes, parts C24 (X2) and parts C25 (X4), needed reshaping and positioning using photos as guides, as the instructions are extremely vague. The photo on the box shows the placing of the four lower fuselage (C25) intakes but they are clearly two different designs, neither of

Finally I added the canopy and windscreens using clear fix and several probes/aerials. The canopy looks pretty good and is quite clear, considering the thick moulding, but the windscreens are wrong, being far too steep, and its framing is moulded on the inside. I reshaped it with wet & dry paper to give the front panel a better profile and polished it clear. Unfortunately, though moulded quite thick, it was not moulded thick enough to get the right angle without making a hole in the front screen so I filled it with Humbrol Clear Fix. It's not perfect but it will do until I get round to crash moulding a more accurate replacement.

The two small air data probes supplied for the nose are very over scale, only one of this shape is on the real aircraft so I scaled one down with a scalpel using photos as a guide. The other probe came from an old Mirage F-1. There is a blade aerial, part (B2) 6, just behind the canopy that appears on some photos but not in others so I put it on until I can find some confirmation.

Accuracy

I had no data on this aircraft so I had a quick look at Jane's Aircraft Recognition Guide in a local bookshop. These measurements are for the J-8 version but



anyone photograph the interior so it is all guesswork.

There is a separate nose gear well with no internal detail and a 4-part nose gear that I thought would be flimsy but the separate forks fit very well and make a strong joint. The main gear wells are moulded very shallow into the fuselage with rudimentary detail. The wheel well area in the wings is deeper with a heavy diamond pattern on the roof. The landing gear doors that attach to the main gear legs need to have their lower panels scored and bent outward by about thirty degrees. Gear legs and wheel hubs seem to be dark grey in photos, with the wheel wells and gear door interiors in gloss white.

The rear of the air intake to fuselage joints need some filler as the fuselage mouldings are rounded over at this point. Filler is needed on several sink marks on the fuselage and there are small lumps behind the cockpit that need removing, as they are not present on the real plane.

which matches the parts in the kit.

The rear fairing has the exhaust nozzles moulded integrally and it fitted perfectly without any filler needed.

The wings and tailplanes have undersized lugs and the mating surfaces are rounded over so the filler comes in handy again when fitting them. The wings have about 3 or 4 degrees of droop and the tail planes are fitted horizontally.

Stores provided are two each of the following: AA-10 Alamo, Atoll/Sidewinder and Sparrow copies plus two chunky ejector racks for 12 bombs (only six are in the kit intended for the centre pylon). There are also two large drop tanks but Jane's aircraft recognition says that only the centre line hard point is plumbed for fuel. The weapons all look inaccurate, especially the AA-10's, so I didn't use them. I filled the pylon location holes leaving the aircraft clean. There are also two engine exhaust covers supplied as options that match the magazine photos quite well.

should be the same for the F-8IIM. Length is 19m (62 ft 4in), span 10m (32ft 9in), height 5.2m (17ft). The model's dimensions scale out at length 21.4m, span 8.8m, and height 5.4m. So the length is over by 2.4m and the span nearly 2m short. It still certainly looks like an F-8IIM to me, except for the windscreens/canopy being too high. I think the length difference may be due to the nose probe not being included in Jane's measurements? But there is no way for me to tell until someone draws up a good set of plans.

Colour Options

There is only one scheme on the box lid, unless the blue shade differences between the painting and side photo of the real plane are for two different aircraft. Judging by the various magazine pictures that I managed to find (after a week of hunting!) you could finish it in one of 3 versions:

- 1: mid blue trim, at Zhuhai Airshow

1996 (Aircraft on the box painting)
 • 2: dark blue trim, at Zhuhai airshow
 1996/98 (Aircraft on the box photo)
 • 3: dark blue trim on flying surfaces plus red intake and fuselage trim, at Zhuhai airshow 1998.

All 3 are white overall with black (Humbrol matt 33) nosecone, and a large area of aluminium (Humbrol no.56) on the rear fuselage. The exhaust fairing is a brighter metal with some slight staining (I used Miniature Paints acrylic silver with a little black for the staining). Green dielectric panels are on the fin and ventral fin (I used Miniature Paints acrylic olive green though it is probably soviet wheel hub green).

All 3 schemes carry the same F-8IIM

lettering below the cockpit and AVIC logos on the tail in red (Humbrol gloss 19) that I had to cut stencils for. I chose the dark blue trimmed aircraft because I had reasonable top and under side photos of this scheme.

I used Holt's acrylic car sprays for priming and the gloss white with Humbrol No.15 (Gloss Midnight Blue) for the trim.

Decals

The two small decal sheets supplied are not relevant to the F-8IIM demonstrator, and appear to have been cut from a larger sheet. They are matt, very thin and the colour density isn't that good. The first one includes 4 national insignia with the yellow out of register and the red serial

number 81194 twice. The second smaller sheet has the numbers 0-9 in red and two red and yellow warning (?) triangles. I think these markings are for a standard J-8 in PLAAF service. I tested them on some scrap plastic and they went on well.

Decal Rating = 3/10.

Conclusion & Recommendation

Well it's a bit basic, toy-like in places, but it is an unusual subject that I can't see a western or Japanese company making. I enjoyed making it very much, so I can recommend this model to all fans of Chinese military aircraft and any one who doesn't mind having to make or hand paint your own markings. Not one for the

beginner and you will definitely need some good photo references.

The photographs I used for reference were found in the following magazines:

- Aircraft Illustrated Jan 99, page 65.
- Air International Jan 97, page 10 and Jan 99, page 63.
- Air Forces Monthly June 97, page 14.

There is also a full article on the Peoples Liberation Army Air Force in the July issue but I couldn't find a copy anywhere.

Our thanks to Mr Alan Jones who found this kit at Universal Models Ltd (see Vol. 5 Iss. 10 Page 768 for address) in Hong Kong for HK\$39.50 (just £3.16!) and sent it for review.

Paul Harrison

Sopwith 1½ Strutter Single-Seat Bomber

Technical Data

Manufacturer:	Toko
Scale:	1/72nd
Price:	£4.99
Kit No.:	139
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Parts:	52 Plastic (Grey)
Decal Options:	3
Manufacturer:	Toko
UK Importer:	Pocketbond Ltd



The Kit

I remember making a 1/72nd scale model of a Sopwith 1½ Strutter using heavily modified parts from Airfix's DH.4 and Avro 504K and by following an article in a now ancient copy of Airfix Magazine. That was about 30 years ago and in the intervening years I had not seen an example of this early Sopwith aircraft in kit form. Last year Flashback filled this gap and now Toko have padded it further with their latest offering.

The open ended box has some very attractive artwork adorning it and this contains two sprues of light grey plastic that hold fifty-two very finely moulded parts. There is no flash and the cloth-covered lattice work that formed the pilot's cockpit area is well represented both internally and externally. There are most parts for the two seat variant that is also available from Toko contained on the sprues with the exception of the top of the fuselage that in this case contain a single cockpit opening of the bomber version and is supplied on its own sprue, so lots of odds for the spares box.

The Instructions

An eight page A5 booklet contains a parts guide and another for the decals, the three colour options, to be used in conjunction

with the colour artwork on the underside of the box and 6 stage by stage assembly diagrams. A brief history of the aircraft is included in English, German and Russian (or is it Ukrainian?) as are all the accompanying notes in the instructions. Rigging details can be gleaned from the artwork but no specific instructions are included.

Construction

Starting with the cockpit area, as usual. The basics are there, with the side walls embossed with the lattice structure and a lattice floor on which to perch the seat. Rudder pedals and control column are supplied and the whole lot was painted in a wood finish. However, all this detail is rather difficult to view once the model is complete as this version of the One-and-a-half has a 'solid' top wing and covers the cockpit completely, so extra detailing is a little pointless. After closing the cockpit sides and setting aside to dry, I cleaned up the other major parts and drilled all the holes for the rigging for which, in this scale, I use invisible mending thread, and being an early WWI machine there is rather a lot of it.

I added the lower wings and the tail plane assembly to the fuselage and fixed the rotary engine (that actually rotates!) and cowling to the front before completing most of the painting and applying the decals. I rigged the tailplane first but found I had to add more pronounced riggers to the elevators to enable the elevator control wires to be added. Those moulded seem too short. Adding the main wing and rigging was achieved easily by fixing the 'W' shaped inner struts that give this aircraft its name, to the fuselage, then added the top wing and rigging with thread, adding the wing struts as required. The undercarriage and other remaining details were added last, but I found some modification was required to the undercarriage legs as they appear too long and the sit of the model looked odd. I remedied this by removing just under 2mm from the top of the front legs of the undercarriage and re-gluing them into

position. This produced a much more pleasing and realistic look and was borne out when the dimensions were measured



for this review. Finally, the paint work was touched up to complete the job.

Accuracy

The instructions and other sources quote the One-and-a-half's span as being 10.21m and length as 7.7m. My model was 144mm in span, 2mm (or 6 inches) oversize (that was quickly remedied with a file!) and 107mm or bang on in length. The height of the original was 3.12m or 43mm in this scale. Prior to modifying the undercarriage legs of the model measured 45mm at its highest point. After modification a 43mm height was achieved and the sit replicated photos of the original much more accurately.

Colour Options

Three options are included and covered by the decal sheet. The first is a PC10 Green clad RFC machine Number 8617 from an unknown squadron in April 1918. The second is in a natural linen finish of the French 107 Escadrille in 1917 and features the squadron's bird-like serpent logo on the fuselage sides. The last option is for a machine from the Kharkiv Air Squadron, Skoropadsky Air Force in 1918. The French machine was my choice, that fuselage squadron logo catching my eye.

Decals

All national insignia for the three options are roundels and have excellent register, particularly the Russian (Skoropadsky) roundels. The finish is more satin than

gloss with very little film beyond the edge of each subject. They adhere to the gloss varnish surfaces well and need no help to bed down. Microsol was used on the rudder out of habit. I thought the blue on French roundels to be too dark, so used those from the Flashback model decal sheet as these used a paler shade of blue. However, the same pale blue was used by Flashback on its RFC roundels and they seem too pale, so the Toko RFC decals went the other way and now adorn my Flashback One-and-a-half Strutter. Fair exchange is no robbery!

Decal Rating = 9/10.

Conclusion and Recommendation

I found this One-and-a-half easier to build than the Flashback example but no less detailed, so I can recommend it to all modellers without reservation. It is a fine little model that can be built into a very accurate representation of Tom Sopwith's multi-role combat aircraft!

My thanks to Pocketbond Ltd for the review sample.

Dan Claxton

Note: All existing Toko kits should soon be available once more under the Eastern Express label - Ed.

Breguet XVI Bn2 'PATRIA'

Technical Data

Scale:	1/72nd
Price:	£TBA
Kit No.:	N/A
Panel Lines:	Engraved & Raised ✓
Status:	New Tooling ✓
Type:	Resin
Parts:	Resin: 40
Decal Options:	1
Manufacturer:	Portugal Voo Longe (PVL)



The Kit

A colour label adorns the otherwise plain white cardboard box with the resin parts secured in bubble wrap, two A4 pages of instructions and the decal sheet.

Examination proves that fuselage casting has the cockpit cunningly moulded with side wall framing, but shows the flying surfaces to vary in finesse; having unacceptably thick trailing edges, varying thickness and carrying significant mould pour gates along with the well contrived French rib capping strip surface detail. Struts are cast in two blocks whilst wheels, propeller and long range tanks appear as separate items.

The overall effect is one of reassuring rustic simplicity! Indeed the whole has the feel of a Frog Trailblazer kit of blessed memory. 'PATRIA' must be the most widely known unsuccessful trailblazer of the inter-war period. The machine was purchased by public subscription to fly from Amandora to Macau, but was written off in India to be replaced by a D.H.9, which also failed to reach the ultimate destination. The Portuguese officer behind the scheme ended up in prison after leading an unsuccessful rebellion!

Instructions

These consist of two pages of photocopied notes in quaint, but perfectly understandable English, together with an exploded parts diagram. Three-view scale drawings provide sufficient detail for the moderately competent modeller to complete construction of this historic machine.

Construction

Assembling 'PATRIA' is easy, because the parts breakdown is simplicity itself. However, parts preparation is another matter. The four wing sections require considerable work before assembly can begin. First the pour gates and other blemishes were carefully cut from the upper wing surface, filled and filed without damaging the rib caps. A curved 'Stanley Knife' blade was used to scrape the under surfaces to achieve an acceptably thin trailing edge and preserve

the under-wing concave section. This destroys the rib cap strips, which must be recreated. I achieved this by scoring the rib positions with an Olfa P Cutter and laying stretched sprue in the grooves. Adhesion was achieved by flooding each strip with Liquid Poly cement and subsequent undercoating with Halfords Grey Plastic Primer. The strips were then lightly sanded. This process opened up a considerable number of bubbles in the resin, which in turn had to be filled as carefully as possible. Several coats of the primer proved an invaluable aid in hiding the smaller pinholes. The same procedure was applied to the tail plane, fin and rudder.

Fuselage preparation was confined to sanding the underside to a symmetrical cross section, painting the cockpit and adding the control panel and seats. Scratch built rudder pedals and joysticks were also added, but this detail had to be guessed, because references were not supplied. Next the radiator was sanded and fitted using superglue.

Lower wing attachment must be preceded by cutting measured lengths from the root of each panel to compensate for the width of the fuselage. Matching sockets were then drilled into the wing roots and the fuselage to accept short lengths of copper wire and the whole thing was assembled over the plan to ensure correct angle of sweep back (zero dihedral). Slow setting superglue was used with, accelerator applied to fix the assemblies when proper alignment had been achieved.

The lower wing/fuselage was then measured tip to tip so the upper wing dimensions could be fixed to the same value. The same socket and pin arrangement was applied to ensure a robust centre section joint.

Strut locations are not identified on any of the wing surfaces, presumably because of the difficulties that this could cause with alignment of the four panels and the fuselage. Fortunately it's no problem to deduce the strut centres from the plan (although a more specific guide in the form of templates or measurements would have been useful) and ensure vertical and horizontal alignment. Once the centres were marked a drill the same size as the strut ends was used to make the required sockets.

I made no attempt to use the resin struts, which are invariably useless and turned straight to a store of 'Strutz', cutting twelve pieces at 25mm each. A strut gauge was made by carefully cutting out the plan from the rear of the front strut to the front of the rear strut and including the upper curve of the lower wing and the underside of the upper wing. This was then stuck to scrap plastic and filed to shape. Superglue was then applied to the end of each strut, which was fitted to the lower wing using the gauge as a guide.

When thoroughly set, the line of the

wing struts on the lower wing was used to identify the locations of the inverted cabane strut sockets in the fuselage. Socket holes in the upper wing provided the same reference for the apex of the cabane struts.

The tailplane and fin were attached and the model sprayed once more with Halfords Grey Plastic Primer. The top coat recommended is Humbrol Silver with a drop of pale blue, but I used Toyota Silver instead, followed by Humbrol Gloss Black over the fuselage front upper decking. The decals were applied and I was surprised to find that the green and red supplied for the rudder was sufficient for only one side. Fortunately it's not too difficult to arrive at an approximate match by mixing paints.

Next the upper wing was attached followed by the landing gear made from soldered Strutz. Well I did try and use the

back on comparisons with photographs available to me and the plans supplied by PVL. From the model the span works out at a whopping 55 feet 1.5 inches and the length 32 feet 7.5 inches.

Proportions look good, but there is a discrepancy, not apparent in the photos, between the model and the PLV plans in that the model has a shallower turtle-back than the plans indicate.

Conclusion and Recommendation

It is always good to welcome a new manufacturer prepared to offer new and unusual subjects and PVL's Breguet XVI certainly makes up into an impressive machine. Though basically simple and with good surface detail, the model demands considerable effort to clean up, refine and present to an acceptable standard. Indeed it is a fine judgement



resin chunks supplied, but destroyed them in the attempt to refine them.

The propeller suffered badly from bubbles, but was saved by flooding with thin superglue, using accelerator to harden, and then filing to shape.

Finally the wheels and tail skid were attached... leaving rigging to another day.

Colour Options

'PATRIA' is the sole option offered by PVL. Tantalisingly I have found many pictures of this aircraft, but could not find any technical references or details of other aircraft. Indeed I believe that this machine was something of a special. It never the less makes up into an impressive machine in its own right.

Accuracy

So far my enquiries of French technical sources via the Internet have brought a negative response. I'm thus obliged to fall

whether to spend the time refining the wing sets provided or scratch build replacements from the start.

PVL suggest Aeroclub parts for wheels and propeller as an alternative from the resin ones provided and I think that they should take their own advice and include white metal and commercially available strut material and concentrate their efforts on refining the essential resin main components.

PVL should be encouraged by their first sally into an increasingly competitive field.. The Breguet XVI Bn2 'PATRIA' can be recommended to aficionados up to the challenge.

Sincere thanks to PVL for the opportunity to review this impressive first model.

Simon Snape

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G.D. F-16C 'Jaws'

Technical Data

Scale:	1/72nd
Price:	£TBA
Kit No.:	T55
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Parts:	Plastic 54, Clear 1
Decal Options:	1
Manufacturer:	BBK InTech2
Obtain in UK via:	The Turntable, Pol Models & Hannants



The Kit

The kit comes in a thin cardboard box with a bright red background depicting two F-16s. Inside is a plastic bag containing two light blue sprues and a grey one. The injection mouldings have a little flash visible and nicely engraved detail. The single seat canopy is included and yes it rattles around loose in the bag. On the sprues are the extra bits to make the two seat version and the tail for the F-16A/B which is not needed. This kit appears to be an update of Intech's F-16A/B kit. The jet pipe with no detail was the thing I remembered.

The Instructions

The instructions are on a two sided piece of printed A4 paper. The first side is a third printed with the box lid picture in grey and then four exploded assembly diagrams and a small paint guide section. Colours are listed in Polish, English and the important E.S. numbers are shown.

Side two comprises of two thirds devoted to assembly diagrams and the remaining third a paint and decal position guide. An ordinance position diagram is also shown as well as a fairly detailed small parts colour guide. You have two 370 gallon fuel tanks, two AIM-120 AMRAAM missiles and two AIM-9 Sidewinders to play with or pop into the spares box along with the tail fin, two seat decking and cockpit tub.

Construction

As usual construction starts with the cockpit, comprising of a cockpit tub, sidestick, ejector seat (not very well moulded) and instrument panel. A decal is supplied for the instrument panel but not for the side consoles. No HUD transparency is provided either. The interior colours are listed as Light Grey overall with black joystick and Khaki on the seat cushion and headrest.

The fuselage is split horizontally as per most jet kits these days. The cockpit assembly is fitted to the lower fuselage half, prior to gluing on the top half of the fuselage. The nose cone and the jet pipe are then attached followed by the air

intake and lower stabiliser fins. Next comes the undercarriage and once set, the wings and tail are attached.

On my model the top and bottom fuselage halves were slightly different widths making a bit of trimming and filing necessary. The air-brakes on the upper fuselage had shrink holes which needed filling. I left off the nose cone and jet pipe until later to forestall any more problems. The air-intake was a poor fit requiring filing and a little filler. The top decking had its tiny transparency fitted and then it was trial fitted, trimmed and glued in position. Once again a bit of rubbing down and filler was required.

The wings were trial fitted and it took quite a bit of trimming and filing to get a half decent fit. The main problem is that the locating lugs are set too high so the wings have a step up from the fuselage.

in the colouring and amount of 'scorching' on the jet pipe, I decided to do my own thing. I used various shades of silver and bronze mixed with blacks and browns from Tamiya acrylic paints. I find acrylic paint easier to wipe off if I make a mistake. To get the tail pipe to fit, the rear turbine needs a lot of work to get it circular and small enough to fit inside. The rear end of the model then needs trimming down as the top fuselage half is slightly longer than the lower one.

The undercarriage was tackled next painting the bays and legs using Tamiya Acrylic White. No real problems here although the instructions are a bit vague about where the actuating arms fit into the wheel wells. If you decide to make it a wheels up model a little filling and sanding will be needed to get the doors to fit correctly.

The weapons pylons, weapons and the nose probe were added to finish it off. The fins of the AMRAAMs on my model were

Colour Options

There is only one, an F-16C 'Jaws' of the 480th TFS, 52nd Tactical Fighter Wing, U.S. Air Force based in Spangdahlem, Germany. The colours are the usual Dark Grey FS 36118 and Light Grey FS 36375 upper surfaces with Light Grey FS 36375 underneath.

Although most F-16s are grey in colour, the ways they are painted and the type of markings used vary enormously. A photo of the aircraft you want to depict is therefore a must.

Decals

Decals are on a small matt printed sheet (there are only 25 decals). The instrument panel is included as a decal but the side consoles are not which is unusual these days.

The decals broke up, cracked or dissolved no matter how careful I was. I tried several water temperatures, length of soaking etc. It made no difference. I did



Eventually the wings were glued into place and a little filler used to mask the gaps and make a smooth joint. The tail fin was quite a good fit as was the starboard elevator. The port elevator needed a bit of trimming to get it to sit at the correct angle.

At this stage I finished off the external painting and after leaving overnight added the decals. The main upper colour I used was Humbrol US Dark Grey (FS36118) with Humbrol US Medium Grey (FS36270) lightened slightly to give a contrast on the tail fin and lower stabilisers. Undersurfaces were painted Humbrol US Ghost Grey (FS36375). The nose was painted US Compass Grey (FS 36320) and stuck in position. The nose did not fit too well and needed rubbing down and a little filler to mask the gap. A little extra nose weight was needed to get the model to stand on its undercarriage.

After going through a lot of F-16 photographs and finding many variations

curled over and needed careful straightening. The two under-nose pitot tubes are not supplied so you will have to make these up yourself. The model was given a coat of Klear and the decals applied. Once the decals were dry, another coat of Klear was given to seal them. The canopy was then fitted, but is not a very good fit. After 24 hours I gave the model a coat of Microflat to tone down the glossy finish.

Eagle-eyed readers will notice I got the nose bulges and the air-intake navigation lights the wrong way round.

Accuracy

It looks like an F-16. Jane's quotes a Span of 9.45m and a Length of 14.52m. The Encyclopaedia of World Aircraft quotes a span of 9.45m and length of 15.09m.

The model scales up to a span of 9.36m (not including wingtip missiles) and a length of 14.83m

not try Microsol or Microset as I would have had nothing left. Once on the model they also tended to silver a little. The Blue, Red and Yellow tail fin markings have to be painted on as they are not supplied on the decal sheet.

Decal Rating = 1/10.

Conclusion and Recommendations

Not a difficult kit to assemble but to get a good result a lot of work and patience is needed to get it to fit correctly and look right. Throw away the decal sheet and send off for one of the after market ones.

My thanks to InTech for the review model.

Mike Kingsley

Douglas C-47 Skytrain

Technical Data

Manufacturer:	Doyusha
Scale:	1/100th
Price:	£TBA
Kit No.:	100-C4-1
Panel Lines:	Recessed v
Status:	New Tooling v
Type:	Injection Moulded Plastic
Parts:	67 Plastic (Green), 12 Clear
Decal Options:	2
Manufacturer:	Doyusha Model Co., Ltd.
UK Source:	Euro Models



The Kit

As soon as I opened the box I thought, what a little gem we could have here. Moulded on four sprues, three Olive Green and 1 clear and with engraved panel lines, a closer look revealed rather a lot of flash on most of the parts. This kit has been around a few years now and is not really a 'new tooling' as I have a 'Virgin Islands International Airways' version bought several years ago.

Instructions

Printed on two sides of A4 size, one side showing the sprue layout the other the five stages of construction, primarily in Japanese but with the basics in English, thank heavens! A smaller separate sheet gives the marking and painting guide for two versions, the C-47 and one for the Royal Canadian Airforce although Decals are only supplied for the C-47 Skytrain. The instructions are clear and easy to follow.

Construction

Now this is where things get rather interesting as there are no locating pins on any of the fuselage or wing components! However, I started with section 1 which is made up of a cockpit floor with bulkheads, control panel, columns and seats. Having cleaned up and removed the flash, the parts go

together well with a decal being provided for the control panel. Bearing in mind this model is rather small, all the detail is unfortunately lost when the fuselage is joined together. One small point is the seats which I feel look too small and are not right. It is suggested that the interior is painted black but references seemed to show it should be 'Interior Green'.

Now comes the fun bit. With no locating pins one has to align the cockpit section into one fuselage half and then join the two halves together. I took the front bulkhead, aligned it with the rear of the cockpit window and glued it in place. The fact that the bulkheads don't align with the curves of the fuselage does not help, but a little 'trial and error' placing of the parts does and, when I was happy, they were glued to the fuselage wall. The tail wheel was then attached and because there were no locating pins, I opted to use small pieces of plasticard to help line things up together. It worked well! I left the windows out as they are small, and I found it easier to use Krystal Klear after painting.

The three wing sections are then glued together; no locating pins again, but a few strips of masking tape to hold things in line solved the problem, and they were then mated to the fuselage.

Next came the engines and two types of propeller are supplied but having cleaned up the 'flash' one could not see much difference between them, so take your pick!

Then came the undercarriage, nicely detailed though where the wheel hub design came from escapes me, they are too large but easily covered when painting. Skis are supplied but not used on this version.

The various antenna were then applied but I suggest one consults reference material for correct location and usage as they did vary from type to type.

With all major components now together it was nice to see that very little filler was required, I just needed spots on various joint lines. Finally I

decided to sand off the anti-collision beacon on top of the tail as this was not on aircraft of this period as my references showed.

Accuracy

The kit scales out just about spot on to references and it certainly looks a 'Dak'. However, compared to scale drawings that 'nose' is not right, it slopes down too much from the front of the cockpit, and the nacelles have a similar problem, being too pointed and not square enough but really these are very minor on a kit of this scale and do not detract from the overall look in my opinion.

Colour Options

Only one, overall Olive Drab over Neutral Grey; the other shown is for the Canadian version but there were no decals included for that option.

Decals

Again the one version, nicely printed with a glossy finish. These are nice and thin and the black and white invasion stripes looked good, especially the white; it had good density and did not show the colour underneath.

The best was the stripes and star of the fuselage band. As a 'one piece' decal I was a bit concerned but, with the use of Micro Sol, it conformed to the complex shape of the tail superbly. On a minor note, the white on the fuselage band was not quite as good as the wings and did look a little dark, and the star's 'blue' seemed just a shade light.

Decal Rating = 8/10.

Conclusion

Well, this kit has its problems, mainly the lack of locating points, but with care really does make into a little gem and I would thoroughly recommend it to all modellers. One point however, this version is now listed as deleted. I hope that is not the case, and will certainly hope to build other variants in the future.

My thanks to Euro Models for the review sample.

Chris Thompson



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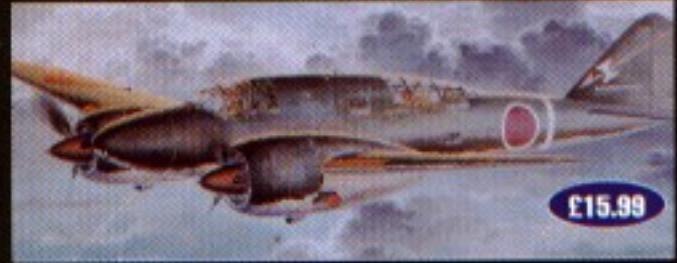
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Kamov Hokum

Technical Data

Scale:	1/144th
Price:	£2.95
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic
Parts:	Plastic 32 (Black), 5 Clear
Decal Options:	1
Manufacturer:	Revell®
European Distributor:	Revell® Binney & Smith (Europe) Ltd.

The Kit

It is moulded in black plastic, with very fine detailed parts and fine engraved panel lines. An excellent weapons fit is also included and everything seems to be in scale.

Instructions

Printed in the now usual small booklet style, these offer clear drawings and easy to follow instructions. Unfortunately the decal placement and colour guide is too small to be used accurately and the picture on the front of the instructions is not the same scheme as offered on the kit's decals!

Construction

This is straightforward, although you will need a steady hand and a set of fine nosed tweezers to place some of the tiny parts, like the cockpit details. Everything fitted without the need for filler or sanding. Note that the twin rotor blades are left and right handed so check before gluing, especially if you took them off the sprue to paint beforehand.

Accuracy

Looking at some photos of one of the prototypes I took at Farnborough the kit looks very accurate, its difficult to get dimensions on such a new aircraft from books and I undertook a considerable search to find the following; length (inc rotor) 15.6m. This should give a scale size of 10.83cm but the kit scales to 11.4cm, so it is a little out. The figures quoted may be incorrect or for another prototype though.

Colour Options

Only one scheme is available; one of the



prototype/demonstrator, which has black top and sides and white undersides. Not very inspiring and a pain to paint flat white over the black plastic undersides but it really seems to show off the distinctive 'nasty' look of the helicopter.

Decals

Again only one option, the prototype/demonstrator 'Yellow 22', complete with sharksmouth and manufacturers markings, although I couldn't find any photos of this one to confirm markings.

All decals had a slight matt surface, all

settled down with a little Micro Sol/Set and everything was in register. All of the difficult shading lines are supplied in decal form.

Decal Rating = 9/10

Conclusion & Recommendations

A very nice little kit, an operational aircraft would have been a more positive choice for a scheme though. The kit is fairly easy to build and can therefore be recommended to all.

My thanks to Revell®, Binney & Smith (Europe) Ltd for the review sample.

Paul Gold

Hansa Brandenburg W.33 (Mercedes engine)

Technical Data

Scale:	1/72nd
Price:	£10.00 (+30% P&P)
Kit No.:	MS-71
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Vac-formed & Limited-run Injection Moulded Plastic
Parts:	Plastic (Vac) 15, (Inj) 19
Decal Options:	None
Manufacturer:	Broplan
Obtain in UK via:	Aeroclub & Andy Pack



The Kit

Three quite small vac sheets and one limited run injection sprue with a considerable amount of flash contained in a polythene bag with an A4 instruction sheet testify to Broplan's austere packaging style.

The vac-form parts looked crisply moulded with the wing ribbed fabric effect well executed and the ply fuselage equally well presented. All of the injection parts, except the motor, proved to be perfectly usable after cleaning up and refining with files, emery and sharp knife. The kit engine may be salvageable, with a lot of hard work, but frankly is best replaced at the outset.

Instructions

Two sides of a single sheet of paper carry enough information for a reasonably experienced and competent modeller to complete the model. A three-view scale diagram (not 1/72nd unfortunately) with painting guide and Humbrol reference codes and brief technical specification is

on one side. On the other is an exploded parts view, part identification diagram and scrap view of the nose section with engine and cockpit details.

Additional references are, however desirable and fortunately are relatively easy to hand in the September/October 1997 edition of Air Enthusiast. The large cutaway diagram refers to a Finnish version with a Fiat engine rather than the Benz of the Norwegian machine modelled in this kit. However the other internal details provide a good guide to the likely internal arrangements and fittings in the absence of any other sources.

Construction

Broplan is often criticised for the thin gauge of plastic used for the vac-formed parts. This makes them quite flimsy. However, I find this an advantage in two ways. First after cutting the parts from the sheet it doesn't take very long to trim away the excess plastic using a sanding block or wet emery on glass with the parts held to ED Models 'Tee Al' with servo mounting tape.

Secondly when glued together, with reinforcing strips and bulkheads, where required, the finished assemblies are both robust and capture the lightweight character of aircraft construction.

An entirely conventional construction sequence was used. The vac parts were cut out and refined as described above. The fuselage internal detail was added to one half of the fuselage using the Air Enthusiast as a reference source for general arrangement and for any scratch built items.

Next the wing sets were made up and then slotted onto the stubs provided by the cockpit floor passing through slots cut into the fuselage sides. The tail plane was then added and the floats built up and attached

to the 'H' frame, part 21 (it was necessary to refer to the plans to determine the distance between the floats.). The two (float) 'N' struts (Part Nos 22) were glued into pre drilled holes in the fuselage and set to the correct angle by reference to the three view drawing and the float assembly.

Then the model was primed and any further filler added as required. Painting commenced by spraying flat white overall. National markings were built up using



Tamiya masking tape and brush painting the Humbrol colours recommended. With the markings totally masked the model was airbrushed with Humbrol grey 91. The depth of the final colour over the white base coat was varied to give a weathered effect to the flat finish.

An Aeroclub Benz engine (from EP 050) was used in lieu of the kit part. It was mounted by cutting a piece of scrap plastic to form an engine bay bulkhead far enough

in front of the instrument panel to clear part 4 the cockpit floor/wing stubs. A second piece of scrap was then cut to match the inside plan of the nose contour and to be butt mounted horizontally against the engine bulkhead. Before fixing this horizontal piece a slot was cut in it from the nose, slightly longer than the engine, and just wide enough for the engine sump to pass through and still let the engine mounts engage.

A second bulkhead was fitted between the pilot's and the observer's cockpits and side and rear cockpit detail added with sprue. With the internal detail and painting complete and the engine in place. The pilot's seat is fixed on top of the fuel tank made up from two small vac-formed, parts Nos 8 and 9, which is mounted on the cockpit floor/wing stub (Part No. 4). In order to ensure that the seat is mounted centrally Pt No. 4 was inserted through one

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fuselage half and allowed to float without being glued when the second fuselage half was joined to the first.

It is essential that the fit of each new piece is checked by trial fitting to ensure that the new part is correctly aligned in one fuselage half and does not foul any other and prevent the fuselage being closed up. Significant amounts of filler, followed by serious filing and sanding were used to achieve an acceptable finish to joint lines and seams.

Wing preparation was straightforward. However, when the upper and lower wing surfaces were offered up it was apparent that the characteristic thickening spar line from root to the float strut attachment points at about two thirds span and abrupt taper to the tip was missing. A good fix turned out to be to glue a chord wise strip of 1mm card about 2.5mm wide to the upper side of the lower wing over the float attachment points from the aileron hinge to hang over the leading edge. When this was dry the upper wing was attached

using liquid cement with the upper and lower wings taped to a flat glass sheet. By taping the root, the tip and the trailing edge the wing was prevented from twisting. When dry the wedge shaped gaps in the leading edge were filled with scrap plastic and filler.

Colour Options.

Broplan give colour notes for only one machine as first introduced into Norwegian service, as depicted in the photograph of the review sample. Later schemes were much lighter although no specific information was to hand when this review was completed. The W.33 served with the German, Danish and Finnish (Broplan produce the L.V.L. Hansa A.22 as kit No. MS-70) air forces with examples appearing in British, Japanese and French markings. However, if these finishes are selected (relatively simple) modifications to the nose of the aircraft will be required to account for the different, engine/radiator/nose

configurations of these aircraft.

Accuracy

References quote the span as 52ft and length as 36ft 5.5in and the review sample gave 52ft 5.28in and 36ft

7.2in respectively i.e., very accurate. Given good scale drawings it would have been possible to get the span spot on. General proportions also look good when compared against available photographs.

The Norwegian W.33s appear to have had an additional strut or tube from the rear float anchorage to the wing (rear spar?). This is apparent in the front elevation of the Broplan drawings and in the small pictures in the Air Enthusiast. There is even a tempting indentation in the under surface wing detail, but no parts and no other detail information as to the exact location of the mounting point for this strut on the float. It is a small point, which may be easily rectified, with a length of sprue, when suitable reference material comes to hand.

Conclusion and Recommendation

Recommended? Certainly! For a vac-form Broplan's W.33 is relatively straightforward and great fun to build. You end up with an attractive replica of an important inter-war machine considerably larger than the better known W.29. Given the cost of the basic kit, the additional expense of a white metal engine means that the end result is still good value for money and looks so much better.

The markings are so simple that the lack of decals should be no problem. I readily concede that using white, red and blue coloured decal may give a better result than painting and masking, but that is entirely up to the modeller.

Many thanks to Broplan for the opportunity to review this excellent kit.

Simon Snape

Yak-7B

Technical Data

Manufacturer: ICM

Scale: 1/48th

Price: £9.99

Kit No.: 48032

Panel Lines: Recessed ✓

Status: Revised Tooling ✓

Type: Injection Moulded Plastic

Parts: Plastic 85 (Grey), Clear 5

Decal Options: 4

Manufacturer: ICM

UK Importer: Amerang Ltd



The Kit

This kit is well presented from its dramatic box top illustration to its bagged light grey plastic parts, an all round impressive start. The parts are well moulded in light grey plastic with finely engraved panel lines and details, and a good representation of the ribbed rear fuselage. Only a small amount of flash is present on some of the parts and on the whole the mouldings are almost up to the standard of the very best plastic kit manufacturers. The large cockpit canopy is commendably clear and completes a very good package indeed. Options are given for wheeled and ski undercarriage and separate positionable flaps and rudder are provided.

Instructions

This large fold-out sheet includes a brief type history, 'tactical and technical specification', parts map, nine sequential assembly diagrams and colour details for four options, with Humbrol and Testors

paint cross-references.

I found that some of the assembly steps were unclear as to precisely what part went where especially steps 1, 3 and 4 but some common sense and trial assembly easily overcame these difficulties.

Construction

The assembly stages begin with putting together the engine which I was initially impressed with and decided to complete the model with the engine cowling open to show the engine off but later on I found that the engine did not fit very well into the engine bay and left a lot of empty space, an ideal opportunity for a lot of extra detail here, but for this review I left the engine out.

Assembly then moves to the well detailed cockpit area in assembly steps two, three and four. No real problems here just add some seatbelts in step two. I did have

problems fitting the side wall lattices, parts C1 and C34 as they do not have a positive location and their position is only fixed by the grooves in the side of the instrument panel C23. I found that after gluing them in line with this groove the lower parts interfered with the fitting of the cockpit floor part C39 so I ended up cutting away the bottom parts of the lattice just enough to enable me to fit the floor in the right place.

After this assembly was trouble-free until I decided to model the ski equipped version. The assembly of the ski undercarriage was a bit vague, once again due to a lack of any positive location holes, and the very fine nature of the parts but this is easily overcome.

I am pleased to report that I found that I only needed to use a very small amount of filler on this model just around the wing to fuselage joints

Accuracy

The completed kit measured 210mm in wing span and 171mm long which is quite accurate enough for this scale, being a little short in length and almost spot on in span.

Colour Options

Colour options are provided for four aircraft, three summer camouflage (one with slogans) and one in winter camouflage. Paint references are given for both Humbrol and Testors colours together with their names. As far as I know Humbrol 115 Russian Blue is not in the current range so if you use Humbrol paints you will have to mix your own.

I chose the latter scheme basing my ski equipped machine on the box top illustration using a lightish over-spray of white over a green undercoat heavily weathered with pastel chalks and my own mix of light blue for the under surfaces.



Decals

These looked awful on the sheet; very matt with lots of ragged carrier film, but the register was spot on and the colours looked good. So it was with some trepidation that I pressed on trimming as much carrier film off as I could and applying them very carefully to the model's Johnson's Klear

coated surface. To my surprise they went on very well. A small application of Microscale Solutions helped them bed down very well and after a coat of Humbrol Matt Cote the decals looked great, no trace of carrier film and they conformed to the surface details very well.

Decal Rating = 9/10.

Spitfire Mk IXc

Technical Data

Scale: 1/72nd

Price: £3.50

Panel Lines: Recessed ✓

Status: New Tooling!

Type: Injection Moulded Plastic

Parts: Plastic 49, Clear 8

Options: Two styles of canopy, rudder and carburettor air intake.

Decal Options: 3 (602, 329 and 126 Squadrons)

Manufacturer: Italeri Spa

UK Importer: Richard Kohnstam Ltd

**The Kit**

On opening this looks like all the current releases from the major manufacturers. It comes on two sprues of light grey plastic with one sprue of clear for the canopy options. The mouldings are crisp and flash free with fairly heavily recessed panel lines. The plastic is very thin and soft and so won't stand up to a great deal of heavy handling.

Instructions

Fairly clear, giving construction in six stages with various sub-sections and painting details at each stage. There are also three, four-view, painting and decal plans and one, four-view, stencilling plan. Be careful with the wing roundels though, as they are positioned too far out on the drawings.

Construction

We start off with a fairly nice cockpit interior that unfortunately has no side wall detail. The basic cockpit does look good though. This was then sandwiched between the fuselage halves. This showed up the fact that the seat is positioned too far forward. The engine cowl was added next and the fit here was atrocious, the

parts not matching at all. A lot of filler was required here to blend the parts in. The wings were added next and again the fit is bad requiring more filler. The lower cowl was then glued in place and once more we have a bad fit. At this stage I added the super-charger intake and was almost on the verge of testing the aircraft's flying characteristics as the fit here is pathetic. I then rushed through the rest of it just to get it out of my face.

Accuracy

The wings are almost spot on for span, chord and general shape, but what are those strange tear-drop shaped panels above the wheel wells? Anybody? A few people have commented on the gun blisters being wrong but according to D. H. Cooksey the later Mk.IXs had this sort of blister, although they are a bit long on the

Conclusion and Recommendation

I really enjoyed making this model. It was well presented and engineered to the highest standards, the wheel and ski options make the kit more interesting and with a bit of work on the engine and a set of ICM Russian ground crew a very nice little

diorama could be made. This kit can be very highly recommended to anyone with a couple of kits under their belt.

Our thanks to Amerang Ltd for the review sample.

Michael Cook

are good and they react well to Micro Sol and Set.

Decal Rating = 8/10.

Conclusion & Recommendation

Oh dear, oh dear, oh dear. Italeri, what have you done? With the amount of information available on the type you would expect an extremely accurate kit to be produced. Unfortunately, what you get is a lot of work to produce what must be a kit based on a hybrid restoration project. If you happen to buy this kit, then buy a tube of filler at the same time. Personally, I would rather save my time and money. Sorry, but not recommended, although the wheels look usable.

My thanks to Richard Kohnstam Ltd for the review sample.

Gordon King

Photograph by Alasdair King



Thank You

Scale Aviation Modeller International would like to thank Revell, Binney & Smith (Europe) Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank AeroMaster (via Athena Books & Hannants) for the generous supply of paints from their 'Warbird Color' and 'Warbird Acrylic Color' range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank Humbrol Ltd for the generous supply of paints and accessories from their extensive range for use by the review team throughout 1999.



Thank You

Scale Aviation Modeller International would like to thank AstroModel for the generous supply of paints from their LifeColor range for use by the review team throughout 1999.

News

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each will appear next month.

PART

- 1/72nd Scale
S72-107 - Flaps; P-40 Late (Academy/Hasegawa) {ETBA} [eb]
 - S72-109 - Hawker Hurricane Mk IIC (Revell®) {ETBA} [eb]
 - S72-110 - Flaps; Hawker Hurricane (Revell®) {ETBA} [eb]
 - S72-111 - Exhaust for F-15 & F-16 {ETBA} [eb]
 - S72-112 - MiG Mi-2 (InTech) {ETBA} [eb]
 - S72-118 - Airfield Accessories for Su-22 (Italeri/Pantera) {ETBA} [eb]
 - S72-120 - Henschel Hs 129B-2 (Italeri/Revell®/Dream) {ETBA} [eb]
- 1/48th Scale
- S48-061 - MiG-3 (ICM) {ETBA} [eb]
 - S48-062 - Yak-7UTI (ICM) {ETBA} [eb]
 - S48-066 - Flaps; Yak-7 (ICM) {ETBA} [eb]
 - S48-069 - F-15A/C Exterior (Academy/Tamiya) {ETBA} [eb]
 - S48-070 - F-15 Radar (Tamiya) {ETBA} [eb]
 - S48-071 - Messerschmitt Me 163B (Trimaster/Dragon/Revell®) {ETBA} [eb]

CMK

- 1/72nd Scale
7031 - Navigation lights and gunsights {ETBA} [r/eb]
- 1/48th Scale
4056 - D3A1 Val Model 11 Interior Set (Hasegawa) {£9.85} [r/eb/vf]
- 4060 - Navigation lights and gunsights {ETBA} [r/eb]

Cutting Edge

- 1/32nd Scale
CEC32031 - Fw 190A-8 Cockpit (Hasegawa) {£24.95} [r]
- CEC32031 - Fw 190D-9 Cockpit (Hasegawa) {£24.95} [r]
- CEC32037 - AIM-9D/G/H Sidewinders {£14.95} [r]
- CEC32038 - AIM-9L/M/S Sidewinders {£14.95} [r]

Linden Hill

- 1/48th Scale
LHR 48001 - MiG-15bis 'Korea Modification' Dive Brakes (Tamiya) {STBA} [r]

Eduard

- 1/72nd Scale
72-323 - D.H. Mosquito NF Mk II/FB Mk VI (Tamiya) {ETBA} [eb]
 - 72-329 - F-18F Super Hornet (Italeri) {ETBA} [eb]
 - 72-330 - Seat Belts RFC WWI {ETBA} [eb]
 - 'Zoom'
SS132 - An-2 (Italeri) {ETBA} [eb]
 - 1/48th Scale
48-300 - Focke Wulf Ta 154A (Revell-Monogram/Hasegawa) {ETBA} [eb]
 - 48-305 - Fw 190D-9 (Italeri) {ETBA} [eb]
 - 48-316 - F-84G Thunderjet (Revell®) {ETBA} [eb]
 - 48-317 - Grumman F3F (Accurate Miniatures) {ETBA} [eb]
 - 48-319 - Beaufighter Mk X (Tamiya) {ETBA} [eb]
 - 48-320 - Aermacchi MB.339 (Frems) {ETBA} [eb]
 - 48-322 - MiG-3 (ICM) {ETBA} [eb]
 - 'Zoom'
FE117 - J2M Raiden (Hasegawa) {ETBA} [eb]
 - FE119 - Brewster F2A Buffalo (Tamiya) {ETBA} [eb]
- 1/32nd Scale
- 32-044 - Fi-156 Storch (Hasegawa) {ETBA} [eb]
 - 32-045 - F-14A Tomcat Interior (Tamiya) {ETBA} [eb]

Aires

- 1/72nd Scale
7033 - Junkers Jumo 211 {ETBA} [r]
 - 7060 - Pratt & Whitney R-1830 Late Version {ETBA} [r/eb]
 - 7062 - F-84G Thunderjet Gun Bay (Tamiya) {ETBA} [r]
 - 7066 - F-84G Thunderjet Wheel Bay (Tamiya) {ETBA} [r]
 - 7067 - D.H. Mosquito NF Mk II/FB Mk VI Cockpit (Tamiya) {ETBA} [r/eb]
- 1/48th Scale
- 4086 - D.H. Mosquito NF Mk II/FB Mk VI Cockpit (Tamiya) {ETBA} [r/eb]
 - 4088 - Messerschmitt Me 163B-1a (Trimaster/Dragon/Revell®) {ETBA} [r/eb]
 - 4089 - N.A. P-51D Mustang (Tamiya) {ETBA} [r/eb]
 - 4090 - Messerschmitt Bf 109E-4 (Tamiya) {ETBA} [r/eb]
 - 4092 - N.A. P-51B Mustang Cockpit (Tamiya) {ETBA} [r/eb]
 - F4001 - H.J. Marseille - his 50th shoot down {ETBA} [r]

Aeroclub

For those of you with the excellent Jet Provost/Strikemaster kit from Aeroclub in your current 'pending' pile, this new accessory set from them is just for you.

1/48th Scale

- Subject:** Strikemaster Weapons Set
- Scale:** 1/48th
- Product No.:** V185
- Type:** Accessory
- Designed for:** Aeroclub kits
- Parts:** Injection Moulded Plastic 16, White Metal 2

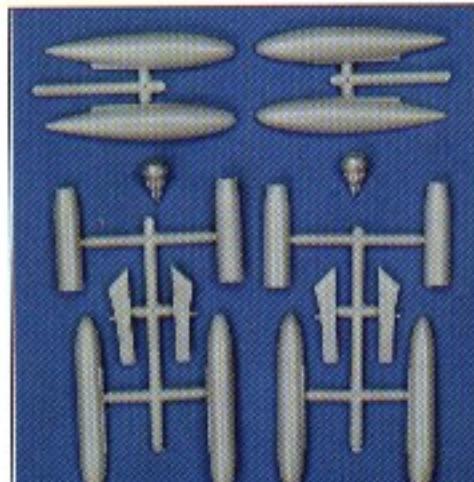
Price: £3.75

Includes: In this set you get four wing pylons, two sets of two styles of drop tanks and a set of two 69mm SNEB launchers. The latter utilises the white metal components, which are used for the nose caps of these launchers.

Conclusion

A neat little set of weapons that truthfully have more applications than just the Strikemaster. As with all Aeroclub products, these are to the highest standard and can be highly recommended to all.

Our thanks to Aeroclub for the review sample.



V185

Cutting Edge

This month's new items from Cutting Edge is a beautiful resin update for an ICM kit.

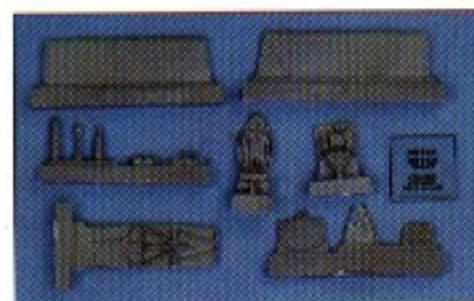
1/48th Scale

- Subject:** MiG-3 Cockpit
- Scale:** 1/48th
- Product No.:** CEC48169
- Type:** Detail Set
- Designed for:** ICM kit
- Parts:** Resin 13, Acetate 1
- Price:** \$12.95
- Includes:** The set has been designed to replace the whole of the kit's interior and covers areas

that are clearly visible in the open engine/gun bays. The entire cockpit, floor, sidewalls and seat are all replaced. The latter has all the seat belt detail moulded on to it. With the instrument panel you can either use the supplied panel with its raised dial detail, or you can drill these dials out and place the acetate film in between it and the back of the panel just like an etched brass and acetate combination.

Conclusion

This is a gem of a set, beautifully detailed and cast. Cutting Edge warn you that some of the parts are fragile, and care will be needed with things like the seat support and gun sight frame. Highly recommended to all



CEC48169

those of you experienced with the use of such resin update sets.

Our thanks to Cutting Edge for the review sample.

Paragon Designs

A couple of new products from Paragon have been passed directly to us for review this month

1/72nd Scale

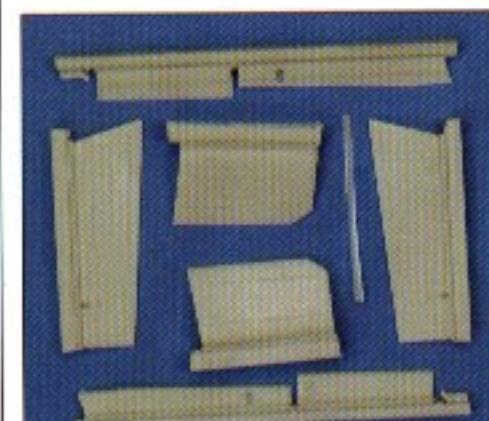
- Subject:** de Havilland Mosquito Two-stage Merlin
- Scale:** 1/72nd
- Product No.:** 72045
- Type:** Conversion
- Designed for:** Hasegawa & Tamiya kits
- Parts:** Resin 10
- Price:** £5.99
- Includes:** These beautifully cast two-stage Merlin engine nacelles will replace those in either the Tamiya or Hasegawa kits and they come with separate enclosed or exposed exhaust stacks.



72045 (de Havilland Mosquito Two-stage Merlin)

1/48th Scale

- Subject:** B-25 Flaps
- Scale:** 1/48th
- Product No.:** 48115
- Type:** Accessory
- Designed for:** Accurate Miniatures kit
- Parts:** Resin 10
- Price:** £7.50
- Includes:** In this set you get the flaps, as well as the inserts to fill the exposed interior of the wings and a set of actuating arms.



48115 (B-25 Flaps - Accurate Miniatures)

Subject:

Scale:

Product No.:

Type:

Designed for:

Parts:

Price:

Includes:

Subject:

Scale:

Product No.:

Type:

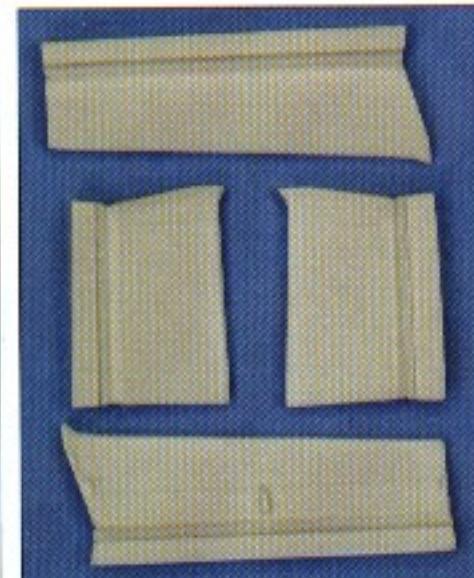
Designed for:

Parts:

Price:

Includes:

Paragon felt that the fabric effect on the control surfaces of the AM kit was a little too subtle, so this set allows you to replace the kit



48116 (B-25 Flaps - Monogram)



48139 (B-25 Control Surfaces - Accurate Miniatures)

items as well as positioning them in a more realistic manner while you are about it.

Conclusion

As with all Paragon products, these latest sets are to the highest standard. Each of the resin components is perfectly cast and they can be highly recommended to all.

Our thanks to Paragon Designs for the review samples.

Teknics

This range is now distributed by Meteor Productions and their latest product has been sent directly to us for review.

1/72nd Scale

Subject: Pratt & Whitney R-2800 Engine

Scale: 1/72nd

Product No.: TK72012

Type: Accessory

Designed for: N/A

Parts: Resin 37, Etched Brass 5

Price: \$9.95

Includes: The main elements of this little engine



TK72012

are in resin, and these consist of separate crankcases, intake tubes and cylinders. The push rod tubs and ignition harness are supplied as etched brass, and for many, even in this small scale, the former items will probably be

better replaced in wire or rod. Two styles of reduction gear casing and distributors are included, so additional research by the modeller will be required to identify which is appropriate for the application they are intending it for.

Conclusion

Another superb product, that is highly detailed and beautifully cast. Careful assembly and detailed painting will pay dividends here, as the end result will look stunning.

Our thanks to Teknics for the review sample.

Custom Aeronautical Miniatures

Via Brookhurst Hobbies in the USA comes a new resin cockpit interior set from CAM.

1/32nd Scale

Subject: MiG-29 Fulcrum

Scale: 1/32nd

Product No.: R32-009

Type: Cockpit Detail Set

Designed for: Revell® kit

Parts: Resin 15

Price: \$29.95

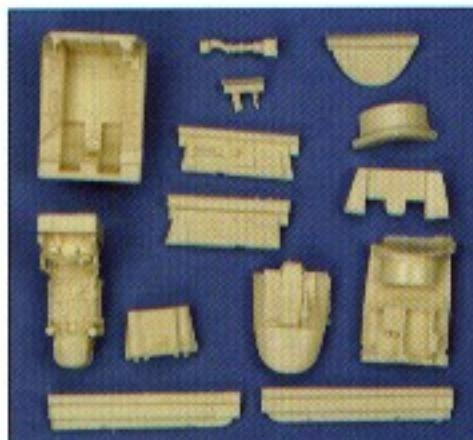
Includes: The main resin pieces in this set are a cockpit tub (complete with side consoles) and the K36 ejection seat (with moulded seat harness detail). The remaining parts include the instrument panel and coaming, sidewalls rear

avionics bay, canopy sills and rear framing. The instructions include details of the Eduard set for this model, although it is not included, and we must therefore assume that the modeller has to obtain this separately to use in conjunction with this one.

Conclusion

Reference to that Eduard photo-etched set in the instructions is a bit confusing, and needs to be clarified, but other than that this set offers a far superior interior than in the kit and can be highly recommended to all.

Our thanks to Brookhurst Hobbies for the review sample.



R32-009

Rutman

This months see a couple of new detail and correction sets in 1/32nd scale from J. Rutman, samples of which have all been passed directly to us for review.

1/32nd Scale

Subject: Dornier Do 335

Scale: 1/32nd

Product No.: N/A

Type: Detail Set

Designed for: Combat Models kit

Parts: Resin 37, White Metal 3, Etched Brass 16

Price: \$TBA

Includes: The metal parts are the nose and main wheel oleo legs, and the etched fret contains the rudder pedals and buckles for the seat harness. The remaining parts are all resin and consist of the engine front, spinners and propeller blades, main and nose wheels, main and nose wheel wells, undercarriage compression links, exhaust stacks, cockpit floor, side consoles, rear bulkhead, instrument panel, seat and control column.



Do 335 Detail Set (Combat Models)



Fw 190A Wheel Well Set (Hasegawa)

vertical fin and rudder of this type, plus the 'plain' flat upper engine decking and the enlarged supercharger air intake. The former is supplied to join to the kit at the rear transit joint, thereby removing the need to hide the resulting joint as it is on a panel line anyway. Those of you ordering this set should state whether it is for the Revell® or Hasegawa D-9 kits when ordering.

Subject: Focke Wulf Fw 190D-11

Scale: 1/32nd

Product No.: N/A

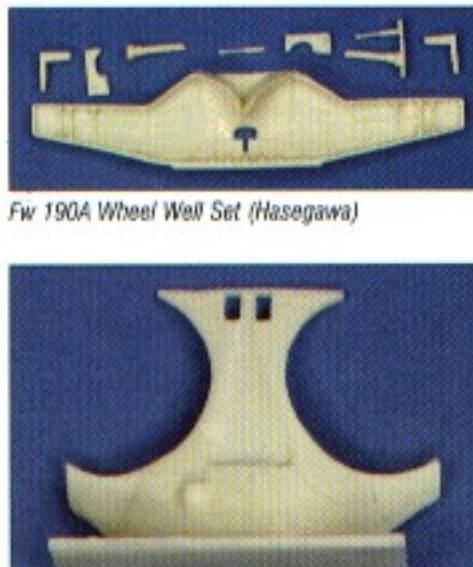
Type: Conversion

Designed for: Revell® or Hasegawa kits (state which when ordering)

Parts: Resin 5

Price: \$TBA

Includes: This is a simple little conversion designed for either the Revell® or Hasegawa Fw 190D-9 kit consisting of the big wooden



Fw 190A Wheel Well Correction set (Hasegawa)

Subject: Focke Wulf Fw 190A

Scale: 1/32nd

Product No.: N/A

Type: Wheel Well Set

Designed for: Hasegawa kit

Parts: Resin 10

Price: \$18.00

Includes: This set updates the wheel well area of the Hasegawa kit and offers a completely new wheel well insert, plus two ejection chutes, two uplocks, two 20mm cannon barrels and two main gear hydraulic jacks.

Subject: Focke Wulf Fw 190A

Scale: 1/32nd

Product No.: N/A

Type: Correction Set

Designed for: Hasegawa kit

Parts: Resin 1

News

F4002 - Russian aces {ETBA} [r]

1/32nd Scale

F2001 - German WWII fighter JG53 1941 {ETBA} [r]

Pavla

1/72nd Scale

7211 - Hurricane Upgrade {ETBA} [r]

7211(?) - Spitfire Mk IX Upgrade (KP) {ETBA} [r]

7212 - Spitfire Mk IX Upgrade {ETBA} [r]

7213 - MiG-21PF and later Wheel Wheels & Wheels {ETBA} [r]

7214 - MiG-21F Wheel Wheels & Wheels (Bilek) {ETBA} [r]

7216 - P&W R-2800 {ETBA} [r]

7217 - P&W R-2800-34 {ETBA} [r]

7219 - P&W R-2800-59 {ETBA} [r]

C72023 - L-29 Delfin Cockpit (KP) {ETBA} [r]

C72026 - MiG-21F-13 Cockpit (Bilek) {ETBA} [r]

C72027 - MiG-21PF Cockpit (Bilek) {ETBA} [r]

C72028 - MiG-21PFM Cockpit (Bilek) {ETBA} [r]

C72029 - MiG-21UM Cockpit (AModel/Aeroteam) {ETBA} [r]

C72030 - MiG-21F Cockpit (Bilek) {ETBA} [r]

C72031 - Fw 190D-9 Cockpit (Academy) {ETBA} [r]

S72027 - Martin Baker Mk 10L Ejection Seat {ETBA} [r]

S72028 - Martin Baker Mk 8LC Ejection Seat {ETBA} [r]

MIG-21PF Canopy (Bilek) {ETBA} [vf]

MIG-21PFM Canopy (Bilek) {ETBA} [vf]

MIG-21F Canopy (Bilek) {ETBA} [vf]

MIG-21F-13 Canopy (Bilek) {ETBA} [vf]

MIG-21R Canopy (KP) {ETBA} [vf]

1/48th Scale

S48013 - KS-3/4 Ejection Seat {ETBA} [r]

Airwaves

1/72nd Scale

AC72-208 - Airfield Runway/Taxiway Lights (£4.99) [eb]

AC72-209 - Douglas TBD Devastator (Airfix) (£5.99) [eb]

AC72-210 - Douglas Skyraider Wing Fold (Hasegawa) (£4.99) [eb]

1/48th Scale

SC48028 - Hurricane Armoured Radiator (Hasegawa) (£2.99) [r]

SC48-035 - Typhoon Drop Tanks (Hasegawa) (£3.99) [r]

SC48-040 - Remove Before Flight Tags (£2.25) [p]

SC48-072 - RAF Tornado GR.4 Conversion (Italeri) (£5.99) [eb/r]

NOTE:

Items shown in parenthesis () indicate the manufacturer of the intended suitable/donor kit, while those in { } are the known price and those in [] indicate the medium used as listed below

Key

ac = Acetate

dec = Decals

eb = Etched Brass (or Steel)

gl = Glass

i = Injection Moulded Plastic

r = Resin

vf = Vac-formed Plastic (or Clear)

wm = White Metal (or Pewter)

Price: \$4.00

Includes: One of the big errors with the Hasegawa kit in this scale is the wheel well opening, which is the wrong width and the fact that the lower exhaust port opening is missing in that area as well. This neat little insert piece from J. Rutman corrects these errors in one go and is offered as a direct replacement for the area in the kit.

Conclusion

The Do 335 set is one of the best we have seen from J. Rutman so far and although the Combat kit is very basic, I am sure many skilled modellers will be able to make up a stunning kit as a result of the incorporation of this detail set. The Focke Wulf sets are nice, and it is good to see some conversion sets in this scale at last.

Our thanks to J. Rutman for the review samples. At present there is no UK stockist of this range.

Flightpath

This is a well established accessory range in the UK and samples of their most recent products have been sent directly to us for review.

1/72nd Scale

Subject: MC-130E Clamp Combat Talon I

Scale: 1/72nd

Product No.: N/A

Type: Conversion

Designed for: Italeri kit

Parts: Resin 1, White Metal 18

Price: £12.90

Includes: This set includes a replacement nose complete with Fulton STAR recovery gear, extended RWR rear fuselage, FLIR turret, SATCOM aerial, IRCM pods and various other 'lumps and bumps' fitted to this recovery aircraft. If you wish to make a later MC-130E you will need to add the different engines, which are also available from Flightpath.



MC-130E Clamp Combat Talon I (Italeri)

Subject: C-130 Allison T6-A-15 Engines

Scale: 1/72nd

Product No.: N/A

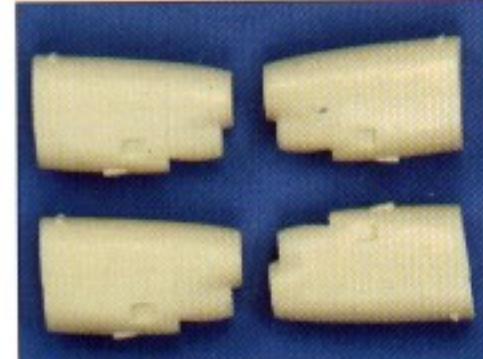
Type: Conversion

Designed for: Italeri kit

Parts: Resin 4

Price: £9.90

Includes: As the title suggests, this set offers four replacement engine nacelles for the Italeri kit. These engines are applicable for many late series C-130s, including all RAF C Mk 1P and C Mk 3P airframes.



C-130 Allison T6-A-15 Engines

Subject: MC-130H Combat Talon II

Scale: 1/72nd

Product No.: N/A

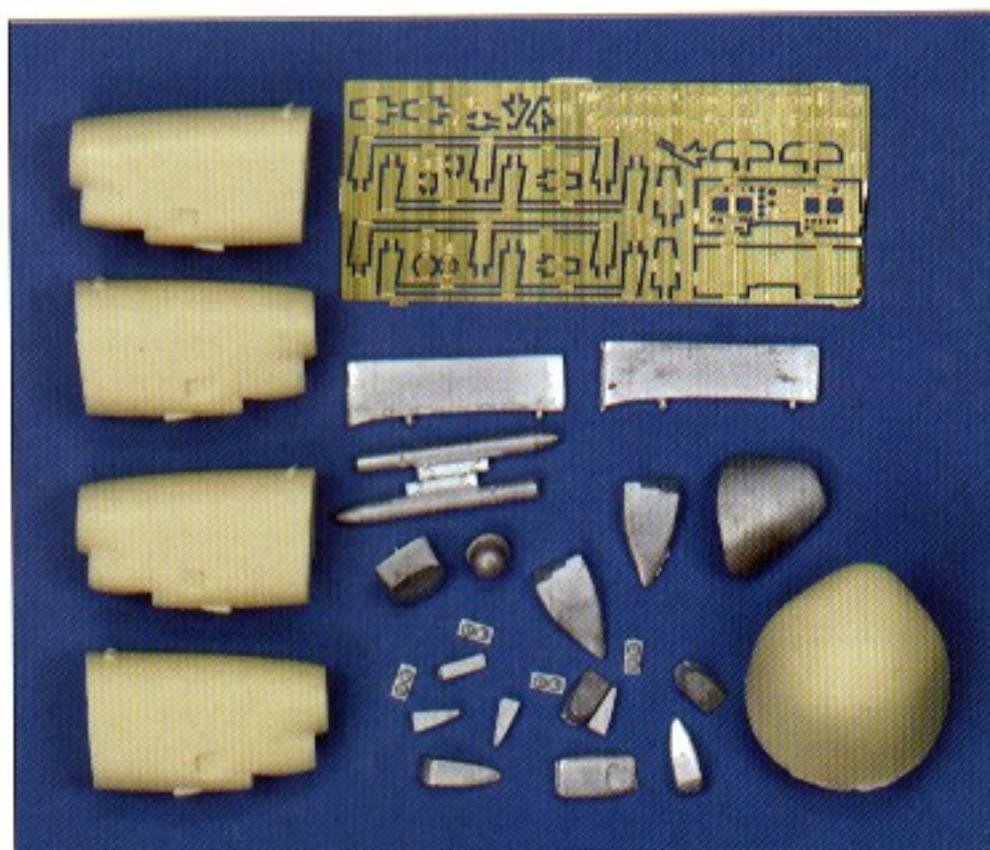
Type: Conversion

Designed for: Italeri kit

Parts: Resin 5, White Metal 22, Etched Brass 22

Price: £19.90

Includes: This is a more involved conversion than the Talon I, and it therefore includes the Allison T56-A-15 engine nacelles, the new radome (all in resin), FLIR pod, sponson-mounted Chaff dispensers, heat



MC-130H Combat Talon II (Italeri)

exchanger, and APU extension (all white metal). The etched fret offers all the various blade antenna on the aircraft.



C-130E-1, HC-130H & HC-130P conversion (Italeri)

Subject: C-130E-1, HC-130H & HC-130P

Scale: 1/72nd

Product No.: N/A

Type: Conversion

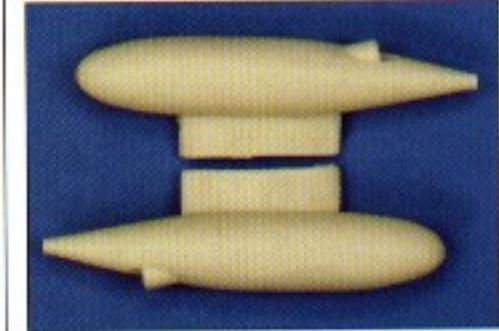
Designed for: Italeri kit

Parts: Resin 1, White Metal 2,

Vac-formed Clear Plastic 1

Price: £9.90

Includes: In this set you get a resin replacement nose with Fulton STAR recovery arms in white metal and a vac-formed AN/ARD-17 Aerial Tracker radome. If you make the HC-130H or P you will also need the Allison T56-A-15 engines, and with the HC-130P you need the refuelling pods as well (see below).



C-130 Inflight Refuelling Pods

Subject: C-130 Inflight Refuelling Pods

Scale: 1/72nd

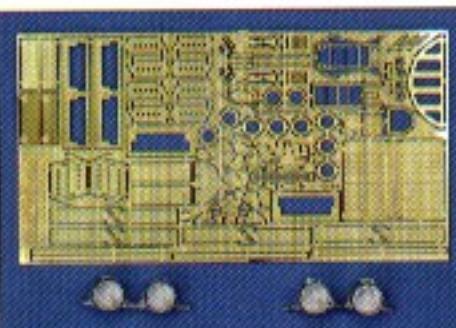
Product No.: N/A

Type: Accessory

Parts: White Metal 2, Etched Brass 100

Price: £9.90

Includes: The two white metal parts are the later (200) series engine exhausts applicable to this version, while the etched fret offers such details as canopy framing and wipers, air brakes, bomb aimer's viewing panel, crew access ladder, outer wing flaps, undercarriage compression links and doors, the Doppler radar panel and various blade and line antennas.



Avro Vulcan B Mk 2 Detail Set (Airfix)

Subject: Bristol Beaufighter Detail & Weapons Set

Scale: 1/72nd

Product No.: N/A

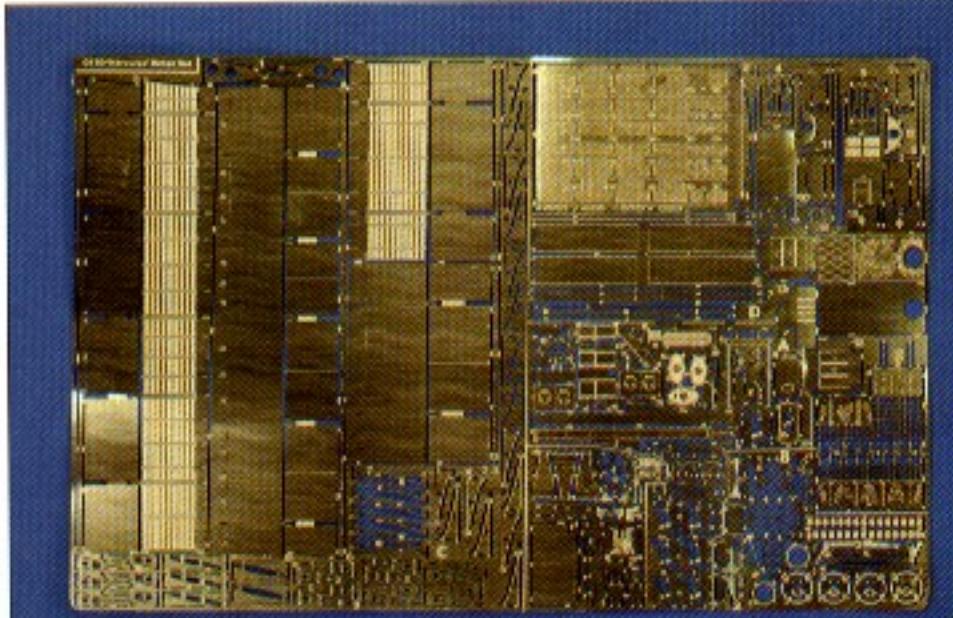
Type: Detail Set

Designed for: Hasegawa kit

Parts: Resin 3, White Metal 21, Etched Brass 248, Acetate 1

Price: £18.90

Includes: What a set! The etched parts deal with



C-130 Hercules Detail Set (Italeri)

Subject: C-130 Hercules

Scale: 1/72nd

Product No.: N/A

Type: Detail Set

Designed for: Italeri kit

Parts: Etched Brass 212

Price: £14.90

Includes: This massive fret of etched brass contains a wealth of detail parts for the Italeri Herc kit and is intended as a 'general' set, as covering all variations in all versions of the C-130 series would simply not be possible. The fret contains access doors and ladder, windscreen wipers, blade antenna, undercarriage door details, undercarriage compression links, cargo bay details, flight deck consoles and sidewalls and a highly detailed rear loading ramp.

Subject: Avro Vulcan B Mk 2

Scale: 1/72nd

Product No.: N/A

Type: Detail Set

Designed for: Airfix kit

the whole of the interior, adding side console levers, compass, instrument panel, control yoke and radios. Etched parts are also used on the exterior of the airframe, with the 'hedgehog' exhaust stakes made up of a metal core with all the 'spines' in etched brass. The longer carburettor intakes are supplied in white metal with etched brass FOD screens. A TFX series dorsal spine extension and thimble radome are included in resin. The torpedo is a combination of resin (main body), metal (air tail and nose cap) and etched brass (fins, propellers, supports etc). The final details include various bits for the undercarriage legs and bays as well as a complete set of etched rocket rails and 3in rocket with concrete practice heads in white metal.

Subject: Bristol Beaufighter TT Mk 10

Scale: 1/72nd

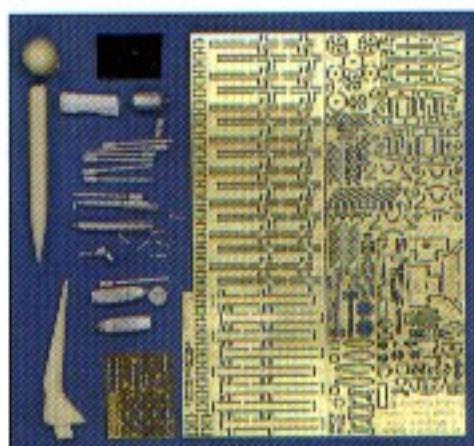
Product No.: N/A

Type: Detail & Conversion Set

Designed for: Hasegawa kit

Parts: Resin 1, White Metal 19, Etched Brass 60, Acetate 1

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

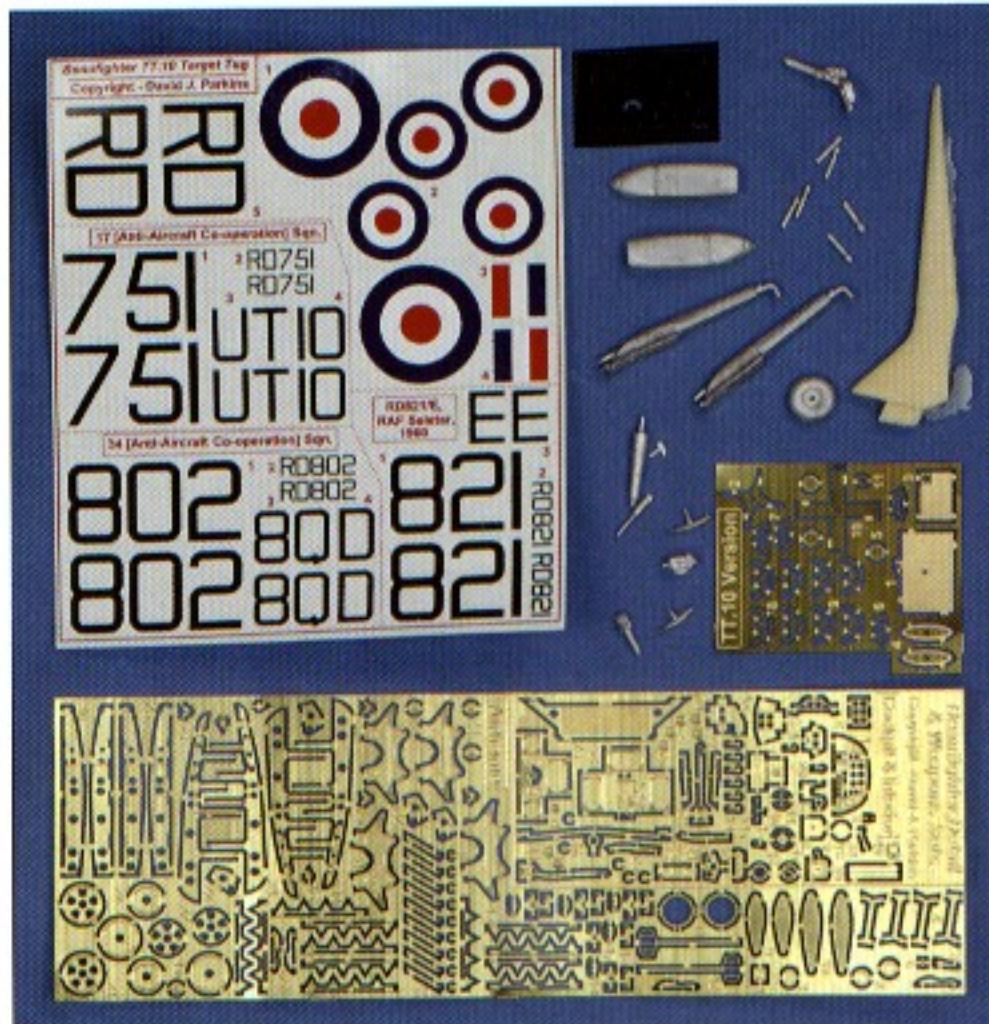


Bristol Beaufighter Detail & Weapons Set (Hasegawa)

Decal Options: 3

Price: £16.90

Includes: This set includes all the interior detail parts listed in the previous set, as well as some parts that are specific to a TT.10; namely the cable guards on the tailplanes and rudder, plus the towing winches propeller. The carburettor intakes and 'hedgehog' exhaust stacks of the previous set are in this one as well, and the main body of the winch is also supplied in white metal. To complete a set like this Flightpath have gone the whole hog and included a decal sheet offering three colour options (Nos 17 & 34 Squadrons, as well as the last TT.10 left in service at Seletar in 1960).



Bristol Beaufighter TT Mk 10 Detail & Conversion Set (Hasegawa)

Subject: LC-130F Hercules Ski and Fittings Set

Scale: 1/72nd

Product No.: N/A

Type: Conversion

Designed for: Italeri kit

Parts: Resin 4, White Metal 3, Etched Brass 13

Price: £14.90

Includes: As the title suggests, this set offers the skis fitted to the LC-130F. The front ski is supplied as white metal with etched brass side skirts, while the main wheel skis are resin. The set also contains all the various antenna installed in this version as etched components.

Subject: Avro Vulcan B Mk 1 and B Mk 1A

Scale: 1/72nd

Product No.: N/A

Type: Detail & Conversion Set

Designed for: Airfix kit

Parts: Resin 3, White Metal 10, Etched Brass 137

Price: £22.90

Includes: This set includes the main etched fret from the Vulcan detail set reviewed previously, plus another small fret containing a template for the placement of the vortex generators, and the generators themselves (all 36 of them!). The main resin parts are replacement leading edges for each wing, plus the early style of tailcone. The metal parts include the main and nose oleo legs, pitot tubes and new wing tips.

1/32nd Scale

Subject: F-4E/F/G Airframe Set

Scale: 1/32nd

Product No.: N/A

Type: Detail Set

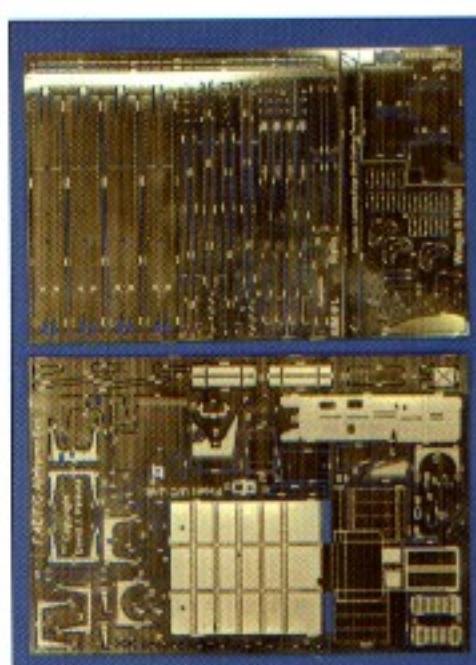
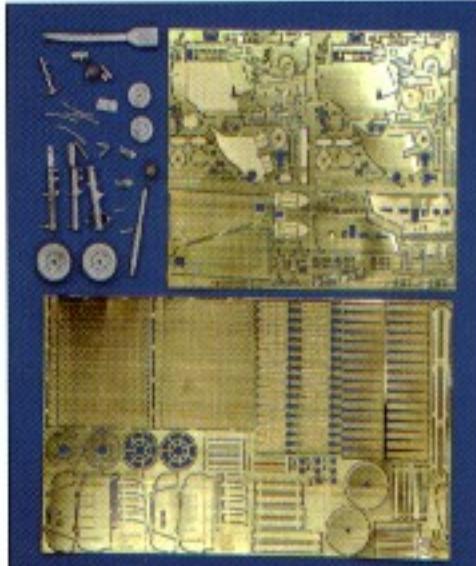
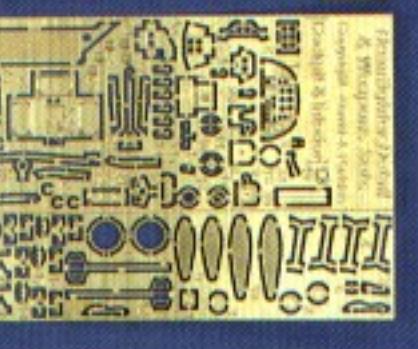
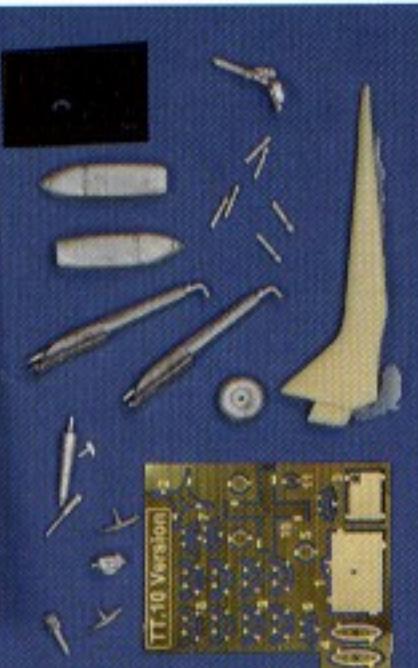
Designed for: Revell® kit

Parts: Etched Brass 255,

White Metal 24

Price: £19.90

Includes: Well, when you open the box in which this set is supplied, you are met with a huge etched fret that is folded into four just to get it inside! The metal parts include the main and nose undercarriage legs and wheels, plus the tail hook. The etched frets offer completely



F-4E/F/G Airframe Set (Revell®)

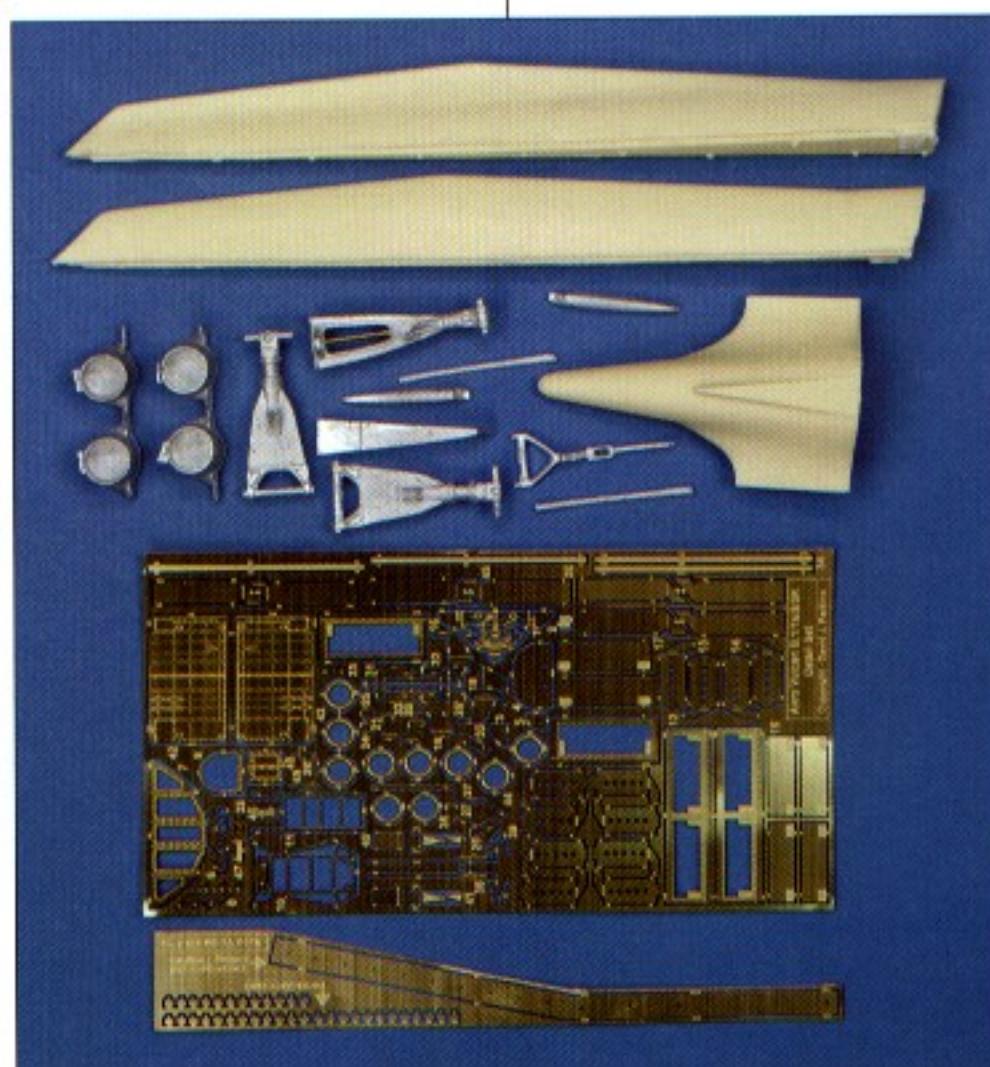
new nose and main wheel wells and replace all of these areas in the Revell® kit. A new air brake, leading edge slats and taileron details are also included, along with a complete new afterburner ring and exhaust 'tail feathers'. Final details include those for the AIM-9 rails, as well as FOD guards and a selection of RBF tags and pins.

Conclusion

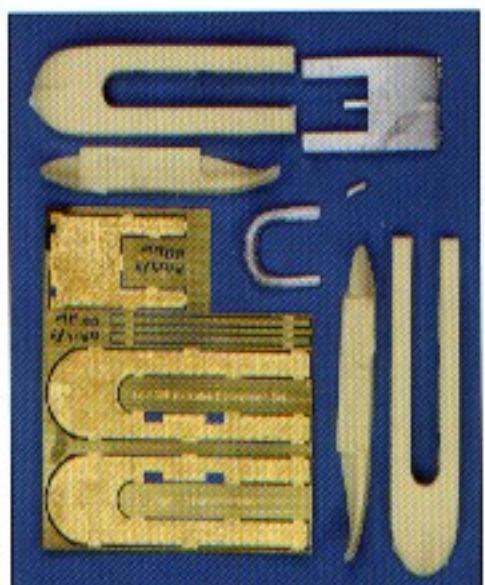
Flightpath have a stunning range of products, and all of the items reviewed here are to the highest quality. They are well researched, beautifully produced and packed with clear instructions. For many

the sheer scope of the detail included may put you off, but if you are experienced with the mediums used and interested in the subject matter, then I would strongly advise you to give these products careful consideration.

Our thanks to Flightpath for the review samples.



Avro Vulcan B Mk 1 and B Mk 1A Detail & Conversion Set (Airfix)



LC-130F Hercules Ski and Fittings Set (Italeri)

Accessories

Falcon

Many of you will be aware of the high quality vac-formed replacement canopies that Falcon produce, as you will have bought them in ranges such as Squadron etc. Of late this firm has been producing a number of new sets in their own series, and the latest three of these have all made their way directly to us for review.

1/72nd Scale

Subject: Luftwaffe Pt. 6

Scale: 1/72nd

Product No.: Set No. 29

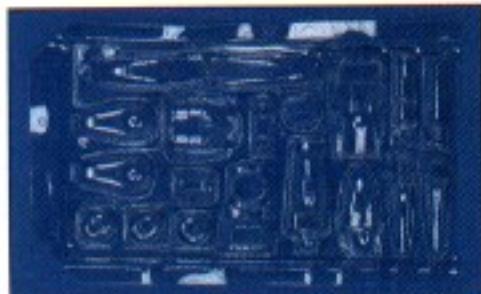
Type: Accessory

Designed for: See Text

Parts: Vac-formed Clear Plastic 20

Price: £TBA

Includes: This set includes replacement canopies and gun turrets (where applicable) for the Heller Arado Ar 96, Dragon Arado Ar 234B, Supermodel Bv 138, Revell Fw 190 [standard and 'blown'], Hasegawa fw 190 'Rammjäger', Italeri Junkers Ju 88A-5, Heller Messerschmitt Bf 109B-1, Italeri Messerschmitt Me 210 and



The canopies offered in Luftwaffe Pt. 6 (Set No. 29)



Canopy Set No. 29

Me 323 and Hasegawa/Fine Molds
Messerschmitt Me 410.

1/48th Scale

Subject: World War II Fighters Part 2

Scale: 1/48th

Product No.: Set No. 37

Type: Accessory

Designed for: See Text

Parts: Vac-formed Clear Plastic 14

Price: £TBA

Includes: This set includes replace canopies for the Sector or Hasegawa Fiat G.50 (enclosed or standard style), Classic Airframes Fiat G.55, LTD IAR.80, LTD LaGG-3 (early and late), HobbyCraft La-5/7, HobbyCraft I-16 Type 5, 10 'Super Mosca' and standard, Accurate Miniatures Yak-1 & Yak-1B, ICM Yak-7/7V early and late and ICM Yak-9.

Subject: Luftwaffe Pt. 4

Scale: 1/48th

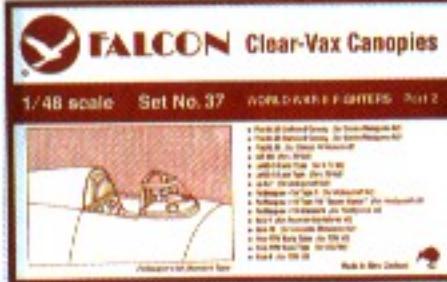
Product No.: Set No. 38

Type: Accessory

Designed for: See Text

Parts: Vac-formed Clear Plastic 16

Price: £TBA

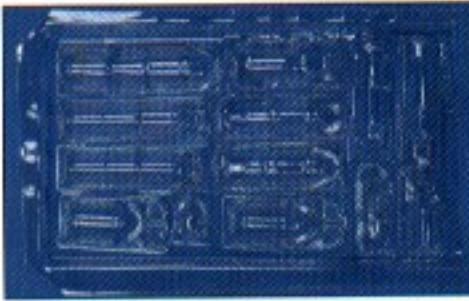


Canopy Set No. 37

Includes: This set includes replace canopies and turrets (where applicable) for the Monogram Heinkel He 111, Dragon or Tamiya Fw 190 'Rammjäger', HobbyCraft Messerschmitt Bf 109B-1 and Trimaster, Dragon or Revell® Messerschmitt Me 163B-1a. The set also contains the necessary glazings to convert the Monogram Junkers Ju 88A-4 into an S or T version. For this conversion you will need the BMW 801 engines out of a Dragon Ju 88G-1/G-10 kit as well.

Conclusion

If you have never sampled any of Falcons replacement canopies, then I would advise you to do so, as they are far superior to anything you will have come across before. The clarity of these new canopies has to be



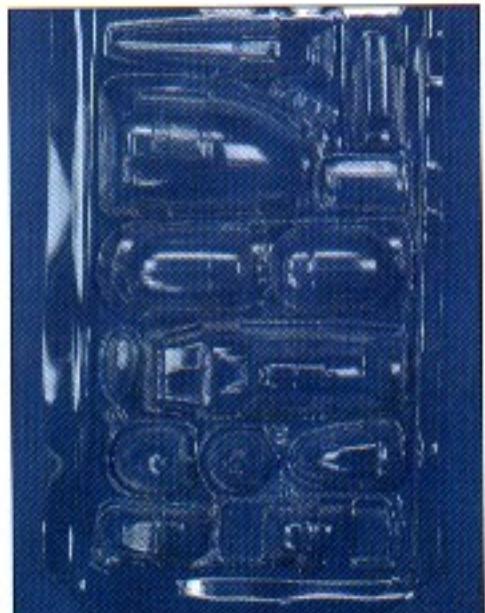
The canopies offered in Luftwaffe Part 4 (Set No. 38)



Canopy Set No. 38

seen to be fully appreciated, and the subjects chosen in each set make them extremely desirable. Highly recommended to all and a 'must' if you intend to add any additional interior detail to your model.

Our thanks to Falcon for the review samples.



The canopies offered in WWII Fighters Pt.2 (Set No. 37)

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The HAS.1, HAS.3, HAS.3.1, HC.2, HCC.4, HU.5 and Mk.50 Srs variants are described with 1/72nd drawings and photographs in the familiar 4 Plus manner.



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News

Albatros Modelworks**1/48th Scale**

ALC-48003 'Sexy Lancs'

This sheet offers five options, including two machines from RCAF squadrons, one from a Polish squadron, one RAF and one post-war Argentinian Air Force example. This sheet is also available in 1/72nd scale as ALC-72003.

Yellowhammer Models

Quite a few new sheets this month from this manufacturer.

In 1/72nd scale there are decals for the famous 'Showtime 100' F-4J (YHD72-02). While in 1/48th scale there are sheet for a VF-84 'Ferris Rogers' F-4J (YHD48-16), VFMA-235 'Death Angels' F-4J (YHD48-17) and a final sheet (YHD48-18), which offers a 'Ferris Scheme' and 'Black Bunny' F-4J.

In 1/32nd scale the 'Showtime 100' F-4J option is also available (YHD32-07).

Techmod

A new sheet of 1/72nd scale five colour lozenge fabric is now available. This sheet (72113) features upper and lower surface versions of the fabric.

EagleCals

To go along with their new book there is a 1/48th scale sheet (EC#19) offering Focke Wulf Fw 190D-11, 12 & 13 options. The other sheet available in this scale is all about F4U Corsairs operated by VF-17 'Jolly Rogers' and it (EC#20) offers schemes for five such machines.

The second sheet is also available in 1/72nd scale and each retails for \$9.00.

RAFDEC

Two new sheets from this firm this month, the first is entitled 'RAF 1940-1947' (RF7205) and offers schemes for a Spitfire Mk I, Hurricane Mk I, Blenheim Mk IV, Lancaster ASR.III, Spitfire PR Mk XIX and Mosquito PR Mk XVI. The other is entitled 'RAF 1949-1954' and it (RF7206) offers markings for a Spitfire PR Mk XIX, N.A. Harvard Mk IIb, Bristol Beaufighter TF Mk X, D.H. Vampire FB Mk 5, DHC Chipmunk T.10 and Lancaster GR Mk III.

Each of these sheets retails for £4.95 plus 50p P&P directly from the manufacturer.

Liveries Unlimited

A selection of new sheet from this manufacturer this month. The first is in 1/72nd scale (AGA7-014), offers two schemes for WWII era

Correction

Unfortunately the Gremlins struck in the May edition (Vol 6 Iss 5), and the images included for the review of the latest Belcher Bits decals on page 354 were duplicated. Sheet BD6 was shown incorrectly as the second sheet for BD8, and so (hopefully) we have included the correct sheets here.

Please also note that the UK stockist of the entire Belcher range is Aeroclub, not Hannants as listed.

Our apologies to all concerned for these errors.

R.A. Franks

Editor



CAF0741238569 CANADIAN FORCES ID NUMBER

Astra Decals

This line is also produced by Daco, and a few new sheets have been produced by them this month, including probably the first censored product we have featured!

1/72nd Scale**ASD-7211 - F-16A Fighting Falcon**

- 1. F-16A, J-248, 'Dirty Diana', No. 323 Squadron, Royal Netherlands Air Force.
 - 2. F-16A, J-231, '50 Years of NATO' No. 312 Squadron, Royal Netherlands Air Force.
 - 3. F-16A, J-220, '50 Years of NATO' No. 311 Squadron, Royal Netherlands Air Force.
- The sheet includes 'MiG kill' markings for J-220, which was the first aircraft to shoot down a Serbian aircraft (MiG-29) during

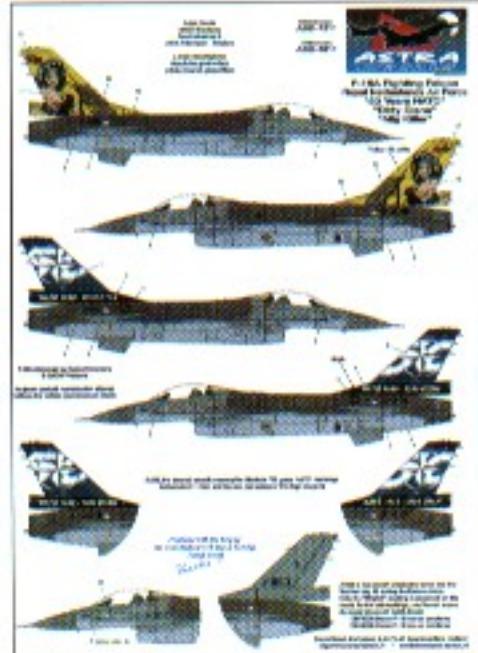
the Kosova Crisis.

This sheet is also available in 1/48th (ASD-4811) scale.

Conclusion

Daco are certainly not afraid to offer some 'colourful' schemes! This latest one is certainly that, and may also appeal to you sad boys out there because it has a well-endowed young lady on it. Our partners often tell us how sad we are, so here is a chance to prove it while appreciating both the aircraft and female form all in one go. OK, enough of the wordy excuses; if you want an F-16 with a bare boob on it, this is the sheet for you!

Our thanks to Astra Decals (Daco Products) for the review sample.



ASD-7211 - F-16A Fighting Falcon

Fantasy Printshop

A number of new items have been released by this manufacturer recently, samples of which have been passed directly to us for review.

1/72nd Scale**FP814 Ejection Seat Triangles**

This sheet offers thirty-two ejection seat triangles in two different styles (16 of each).

FP816 Emergency Markings

On this sheet you get seventy-five images offering 'rescue' and 'rescue other side' arrows, first aid box markings, axe and fire extinguisher location stencils and some warning yellow and black striped boxes.

FP1000 Remove Before Flight Tags

These are not truly decal, as they are simple printed onto paper and for use they need to be carefully cut and folded by the modeller. Nonetheless this sheet offers fifty RBF tags in two styles (25 of each).

1/48th Scale**FP813 Ejection Seat Triangles**

In this bigger scale you get just 12 of each style of warning triangle.

FP815 Emergency Markings

In this scale there are just forty-nine images, although there seems to be more first aid markings in this larger scale set?

FP1001 Remove Before Flight Tags

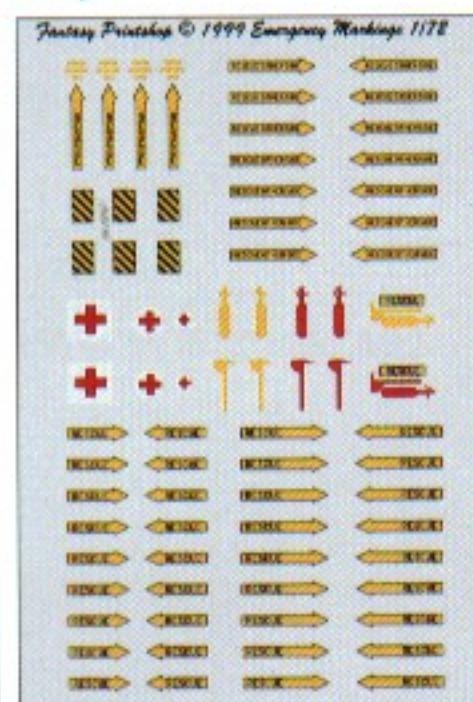
Once again the overall number of RBF tags is reduced in this larger scale, with just twenty of each style offered.

1/32nd Scale**FP1002 Remove Before Flight Tags**

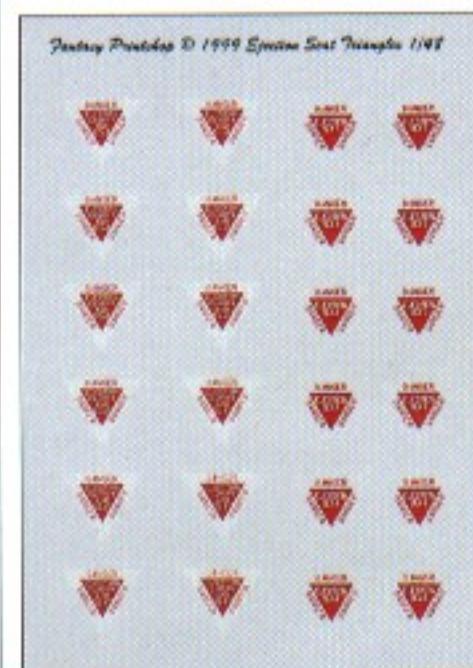
The number of images in the bigger scale has actually been increased to twenty-six of each style and as a result the printed sheet is about four times as big as the 1/48th scale example.

Conclusion

Certainly the subject matter is something that will appeal to many of you, and the release of these items in the three major scales is nice. The quality of each sheet is up



FP816 Emergency Markings

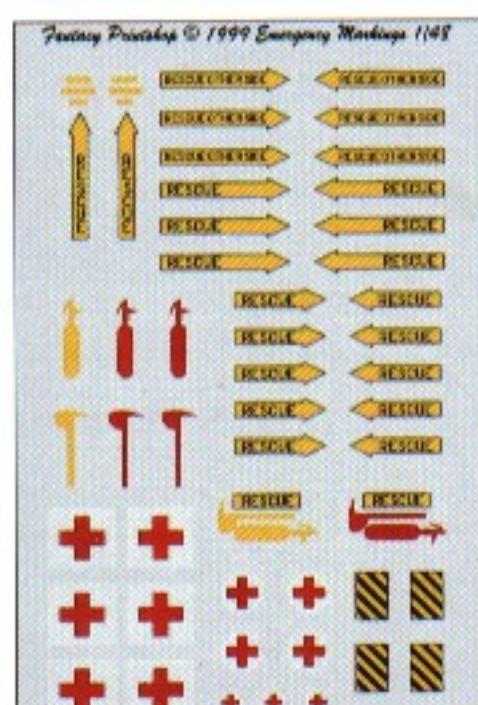


FP813 Ejection Seat Triangles

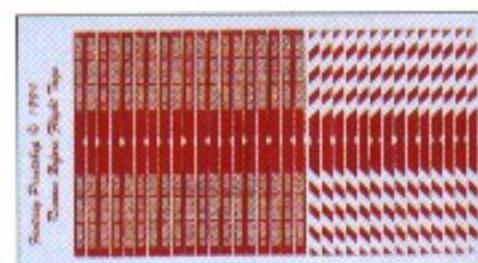
to the usual high standard we all expect from Fantasy Printshop, and they can be recommended to all.

UK prices for those sheets reviewed above are; FP814 (£1.25), FP816 (£1.50), FP1000 (£1.00), FP813 (£1.25), FP815 (£1.50), FP1001 (£1.25) and FP1002 (£1.50).

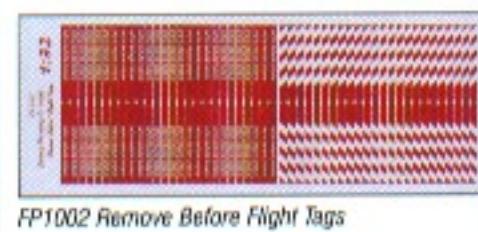
Our thanks to Fantasy Printshop for the review samples.



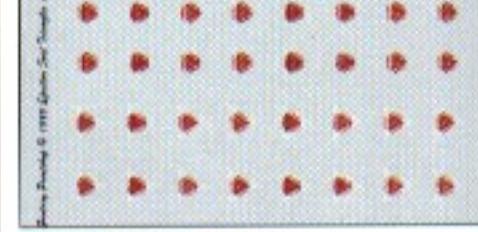
FP815 Emergency Markings



FP1001 Remove Before Flight Tags



FP1002 Remove Before Flight Tags



FP814 Ejection Seat Triangles



FP1003 Remove Before Flight Tags

Red Roo Decals

This month sees the release of a new decal sheet from this Australian manufacturer.

1/72nd Scale

RRD7202 - Lockheed PV-1

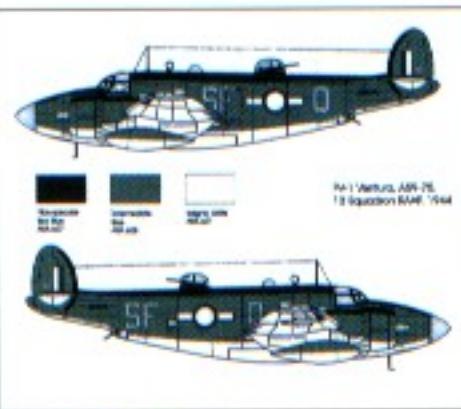
- PV-1 Ventura, A59-75, No. 13 Squadron, RAAF, 1944.

Conclusion

The above sheet offers a colourful alternative for your PV-1, as the two-tone blue over white scheme is always one I have

liked. The instructions include a clear colour set of side profiles of the subject aircraft and Red Roo have gone to some lengths to give the modeller as much background information on the type in the narrative section of the instructions.

This sheet is a real 'must' for all RAAF fans, although UK modellers will have to go directly to Red Roo to obtain copies as there is currently no UK stockist of the range. The current price for this sheet is Aus\$5.50, directly from the manufacturer.



RRD7202 - Lockheed PV-1

Our thanks to Red Roo Models for the review sample.

Daco Products

A small batch of very colourful decal sheets have just been released by this manufacturer and samples have been supplied directly to us for review.

1/72nd Scale

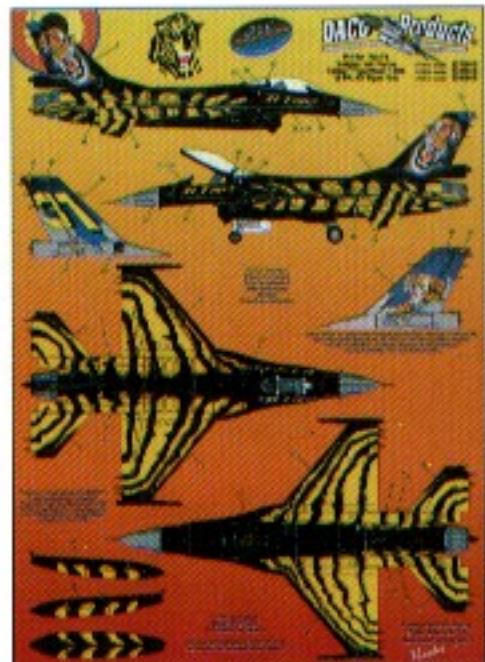
D7246 - F-16A Tigermeet 1998

- F-16A, FA-71, No. 31 Squadron, Belgium Air Force, Tigermeet 1998.
- F-16A, FA-82, No. 31 Squadron, Belgium Air Force, Tigermeet 1994.

This sheet is also available in 1/48th (D4846) and 1/32nd (D3246) scale.

D7247 - F-16A Demo 1998

- F-16A, FA-62, Belgian Air Force, F-16 Demo (20th Anniversary), 1998.
- This sheet is also available in 1/48th (D4847) and 1/32nd (D3246) scale. The sheet also comes with two small resin bulges that relate to the ECM system fitted to Belgian A.F. F-16s. The instructions clearly show the correct location of these on your model, so their placement should prove no problem.



D7246 - F-16A Tigermeet 1998



D7247 - F-16A Demo 1998

Conclusion

Daco never fail to offer modellers some of the most colourful decal sheets around. These latest two are no exception and the combination of high quality printing for the decals coupled with clear and colourful instructions make them a real 'must' for all

Tiger Meet fans, or for that matter anyone interested in modern aircraft types in general.

Our thanks to Daco Products for the review samples.

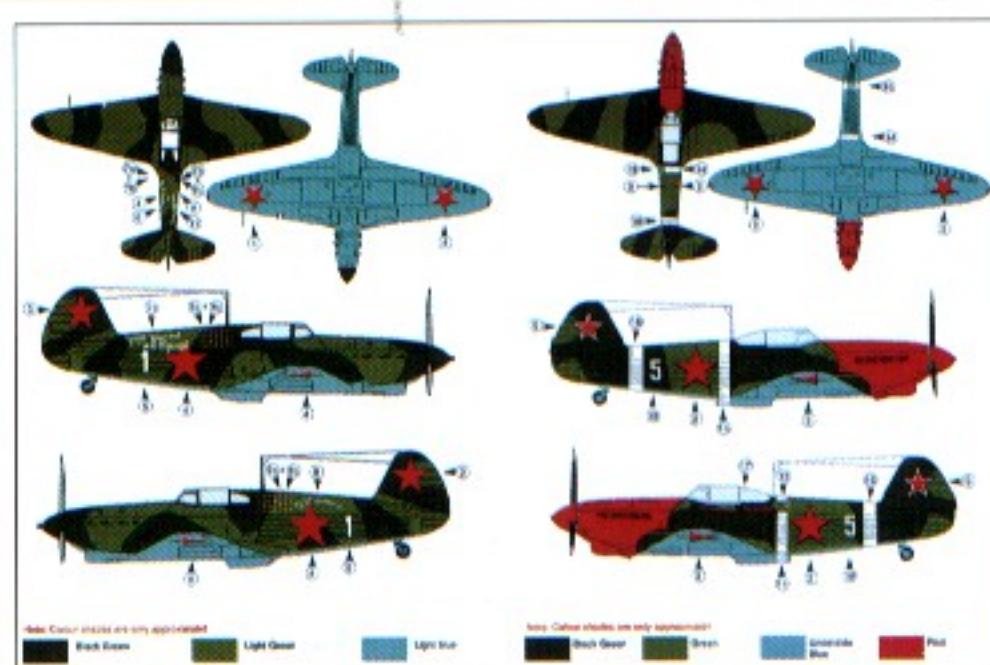
AML

There are three new sheets from this manufacturer this month, samples of which have been passed directly to us for review.

1/72nd Scale

72003 - Stalin's Eagles in Yaks Pt. I

- Yak-1, 'White 1' of No. 183 IAP, flown by Captain M.D. Barrannov, Stalingrad Front, 1943.
- Yak-1b, 'White 5' of Sword 1.AE, 427th IAP, 294th IAD, flown by Lt. P.M. Tchuvilyev, Sokolniki airfield, August 1943.
- Yak-1b, 'White 47', 156th GIAP, flown by Col. K.Y. Nazzarevitch, Balangy airfield, August 1943.



72003 - Stalin's Eagles in Yaks Pt. I

- Yak-9T, 1.AE, 66th GIAP, 4th GIAD, flown by Guard Captain V.I. Ivanovitch, Balt Front, May 1944.

1/48th Scale

48001 - Stalin's Eagles in Yaks Pt. II

This is a scaled-up version of 72004 and offers the same four Yak-9 options.

Conclusion

All of these sheets are of the highest quality and the full colour instructions make for a very easy to use package. At present we do not have a confirmed UK price, but UK modellers should be able to obtain examples of these sheets from Hannants.

Our thanks to AML for the review samples.

News

BOAC operated D.H. Mosquito FB Mk VIIs and retails for \$6.95.

In 1/144th scale there is a sheet (AGA4-151) for Ethiopian Airlines 757-200s, which is \$9.00 and (AGA4-152) New York Air Boeing 737-300s which is \$7.50.

In 1/200th scale there is a scaled down set for the Ethiopian Airlines Boeing 767s (AGA2-101), which is also \$7.50.

● Aussie Decals

It has been a while since we received any samples from this manufacturer, but this month seems a couple of new sheets. The samples we have are in 1/48th scale and consist of sheets A48020 which offers markings for two RAAF F-111s; 48021 which deals with an RAAF F/A-18 Hornet and A48022 which also deals with the F-111. The first sheet is available in 1/72nd scale as A72028, the second as A72029 and the final sheet as 72031. Only sheet 48021 (72029) is available in 1/32nd scale, and it is A32005. UK Modellers can obtain examples from this range at Hannants.

● Fantasy Printshop

A new big sheet (#FP828) of 1/48th scale swastikas is now available for £4.95 from this manufacturer.

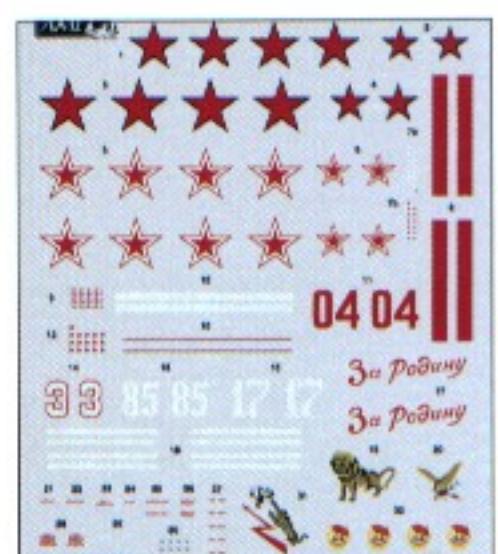
● Linden Hill Decals

This is a new name to us, but their first two sheets are now available. Each one of these sheets deals with the Sukhoi Su-17, in either m3 or m4 guise, and these options are available in either 1/48th (LHD 48001) or 1/72nd (LHD 72001) form. The subject covered on both is 'Fitters over the Panjshir Valley' and it deals with the types used in the Afghan War during the late 1980s.

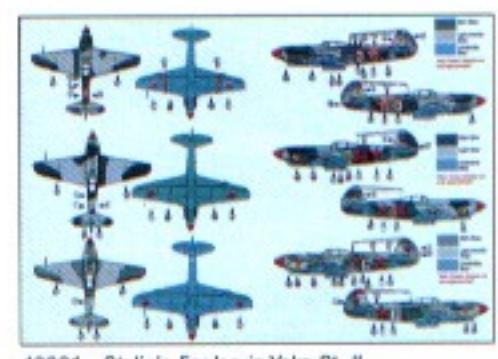
● Cutting Edge

Just two new sheets from this firm this month, both to 1/48th scale. The first is CED48116 and it deals with the B-26 Marauder by offering schemes for three colourful machines ('Fightin Cock', 'Valkyrie' and 'Jezabelle'). The other sheet (CED48117) deals with the Hawk 81A-2 and P-40 Tomahawk of the AVG, with three schemes for the former and one for the latter type.

Note: All of the items listed have recently been released and are here for our readers' information. Full reviews of each may appear in a future edition.



72004 - Stalin's Eagles in Yaks Pt. II



48001 - Stalin's Eagles in Yaks Pt. II

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Dutch Decals

There are six new sheets from Dutch Decals this month, three in both 1/72nd and 1/48th scales, and samples of each have been passed directly to us for review.

1/72nd Scale

72043

- 1. Lockheed L-212, L201, RNethEastIndiesAF, 1941.
- 2. Douglas DB-7 (A-20), AL907, RNethNavy, Tjilitjap AB, 1942.
- 3. F-16A, J-063, RNethAF, No. 322

Squadron. This was the first aircraft to shoot down a Serbian MiG-29 during the Kosova Crisis. You will need sheet 72036 for the tail markings and roundels for this option, as those included on this sheet are not correct for this option.

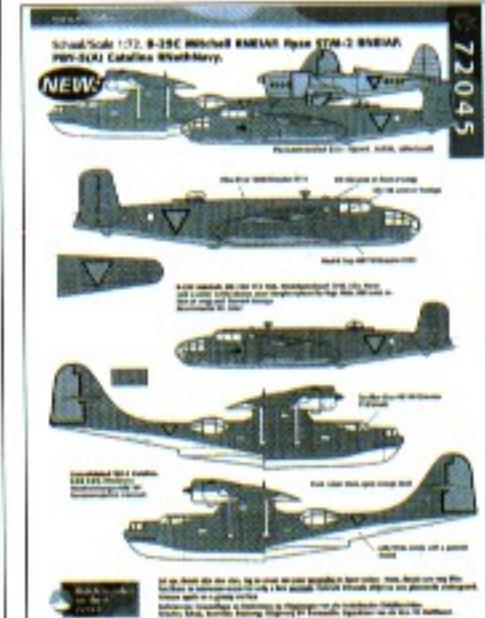
- 4. Beech AT-11 Kansas, A-14, RNeth Military Flying School, Jackson AB, Mississippi, 1942.
- 5. Martin 139 (B-10), WH-1, M502, RNethEastIndiesAF, Andir NEI, 1937.
- 6. Martin 139 (B-10) WH-1, M514, RNethEastIndiesAF, Andir NEI, 1941. This machine is depicted in an experimental camouflage scheme.
- 7. Ryan STM-2, S-62, RNethNavy, NEI, 1942.



Both sheets offered in 72044

72044

This double sheet offers a large selection of triangle insignia suitable for LVA, RNethNavy and RNethEastIndiesAF subjects.



72045

- 1. N.A. B-25C Mitchell, N5-126, RNethEastIndiesAF, USA, 1942.
- 2. Consolidated PBY-5 Catalina, Y-38 & Y-39, RNethNavy, Morokrembangan, NEI, 1941.

The Mitchel and Catalina options from 72045



Some of the options on 72043

- 3. Consolidated PBY-5 Catalina, Y-75, RNethNavy, Ceylon, 1943.
- 4. Ryan STM-2, S-51, RNethNavy, NEI, 1941.
- 5. Ryan STM-2, R030, RNethEastIndiesAF, Kalidjati, NEI, 1942.

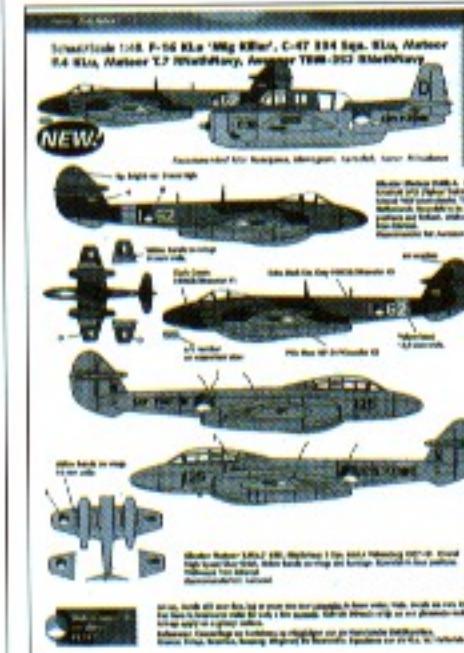


Fokker D.XXI and Boston options on 72044

1/48th Scale

48026

- 1. Fokker D.XXI, 212 & 229, Luchtvaartafdeling, 1e JaVa, 1939-1940.
- 2. Vought OS2U-3 Kingfisher, V-10, RNethNavy.
- 3. Fokker D.XXI, 230 & 247, Luchtvaartafdeling, 1e JaVa, 1939-1940. These aircraft are in a 'mirror' camouflage



The Mitchel and Catalina options on 48027

Prices: Please note that all foreign prices quoted within this section are those supplied by the manufacturer and therefore will be subject to conversion, shipping and import tax within the UK.

scheme to the previous two.

- 3. Douglas DB-7 (A-20), AL907, RNethNavy, Tjilitjap AB, 1942.

48027

- 1. Gloster Meteor F Mk 4, I-62, RNethAF, JVO, VLB Woensdrecht.
- 2. Gloster Meteor T Mk 7, 135, RNethNavy, No. 3 Squadron, MVLK Valkenburg, 1957-61.
- 3. Grumman Avenger TBM-3S2, 038, RNethNavy, No. 2 Squadron, Hr.Ms. Karel Doorman, 1955-1961.
- 4. F-16A, J-063, RNethAF, No. 322 Squadron. This was the first aircraft to shoot down a Serbian MiG-29 during the Kosova Crisis. You will need sheet 48020 for the tail markings and roundels for this option, as those included on this sheet are not correct for it.
- 5. C-47, ZU-11, X-11, RNethAF, No. 334 Squadron, VLB Ypenburg, 1957.

48028

- 1. N.A. B-25C Mitchell, N5-126, RNethEastIndiesAF, USA, 1942.
- 2. Ryan STM-2, S-26, RNethNavy, NEI, 1942.
- 3. Fairey Firefly Mk I, K-28, No. 860 Squadron, RNethNavy, Soerabaja AB, 1946-1949.
- 4. Curtiss CW-21B, CW-363, 2-VL.G.IV, Derde Patrouille, Madioen Maospati, RNethEastIndiesAF, 1941-1942.



Firefly and CW-21 options from 48028

Conclusion

All of the above sheets (other than where noted) include all the national and unique markings for each option. The instructions include recommended kits for each option as well as colour references to popular paint ranges. All of these sheets are to the usual high standards offered by Dutch Decals so if you like the subject matter (and who can't!), they can be most highly recommended.

Our thanks to Dutch Decals for the review samples. UK modellers can obtain examples from Hannants and ED Models.

Fokker F.I



7015

eduard

U.K. SOURCES : H.G.HANNANTS LIMITED, Harbour Road, Oulton Broad, Lowestoft, Suffolk, NR32 3LZ Tel.: Lowestoft 0 1502 517444 (8 lines), Fax: 0 1502 500521, INTERNET: www.hannants.co.uk
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SEAFIRE MK IB

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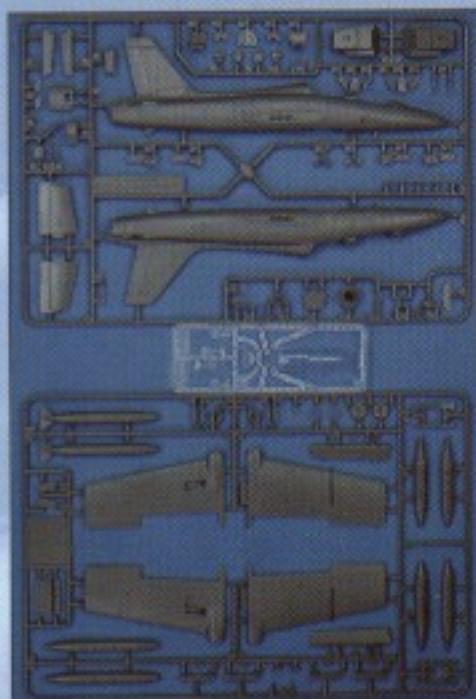
Aermacchi

by Richard A. Franks



History

In September 1972 the Italian Air Force awarded Aermacchi a contract to undertake development of a new replacement trainer for the MB.326. This new type was also to take on the advanced training role currently being undertaken by the Fiat G.91T. Aermacchi decided that the best option was to base the design on the MB.326L, but to totally redesign the forward cockpit area by raising the rear station. This would allow better forward visibility for the crew member in the back.



Kit Data

Scale:	1/48th
Price:	£19.95
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Injection Moulded Plastic & Brass
Parts:	Plastic 110 (Grey), 10 (Clear), Brass 2
Decal Options:	7
Manufacturer:	Frems
Obtain in UK via:	Hannants

Accessories Used

Paragon Designs
48034 Martin Baker Mk 9 Ejection Seat
Cutting Edge
CEC48164 Formation Lights

as well as allowing a gunsight to be installed for him to undertake gunnery training. Other design changes included a bigger tail for better stability, a new nose wheel with a chine tyre (to reduce water spray into the engine intakes), stronger wings to carry a bigger payload, improved air-conditioning, nose wheel steering, modern avionics and a Martin Baker Mk 10 zero-zero ejection seat.

This aircraft design became the MB.339A and in January 1977 the government agreed to authorise the Air Force to obtain 100 of these new machines. Funding was such however, that only two prototypes and 55 production machines could initially be built. The prototype, I-NOVE (C/N MM588), flew for the first time on the 12th August 1976. The type was evaluated by the Italian Air Forces' Reparto Sperimentale di Volo at Pratica di Mare and the first unit to receive the type was 8° Gruppo, 14° Stormo based at Pratica di Mare.

Exports of the type included ten aircraft to the Argentine Navy in 1980, fourteen to the Peruvian Air Force in 1981, plus a further 66 for local assembly in Peru and orders from the Malaysian and Dubai Air Forces. In 1982 the type was adopted by the Italian Air Force display team, the Frecce Tricolori. The MB.339As operated by the team had no tip tanks fitted but did have oil tanks installed for smoke generation. These machines are known as MB.339A PAN (Pattuglia Acrobatica Nazionale - the Frecce Tricolori's 'official' name).

The Kit

The first thing that strikes you about this model is the quality. You don't get any old box with this one, you get a thick corrugated card box with a hinged lid and excellent colour artwork. The depth of this box does result in you thinking some of



the parts are missing when you open it, as the sprues nestle in the bottom. The actual mouldings themselves are crisp and clean, all panel lines are recessed (more on that later) and the version I am building here even included beautiful brass cannon barrels. On further inspection of our sample (which was a very early production

example) I did find that there were some 'short-shots' which included parts A40 (ejection seat headrest), B26 (ejection seat back rest), A39 (ejection seat top) and A19 (blade antenna). The panel lines in the kit are recessed, but they look a little deep on first inspection. The reason for this is that they are not 'crisp', in that I mean that if you viewed them in cross-section the sides would be sloped, not vertical and as a result they look a little 'soft'. Many of you may want to rescribe the model, but I thought that a couple of coats of primer would help to reduce their overall look, and so did not opt for that labour intensive route.

MB.339A

FREMS
plastic model

Construction

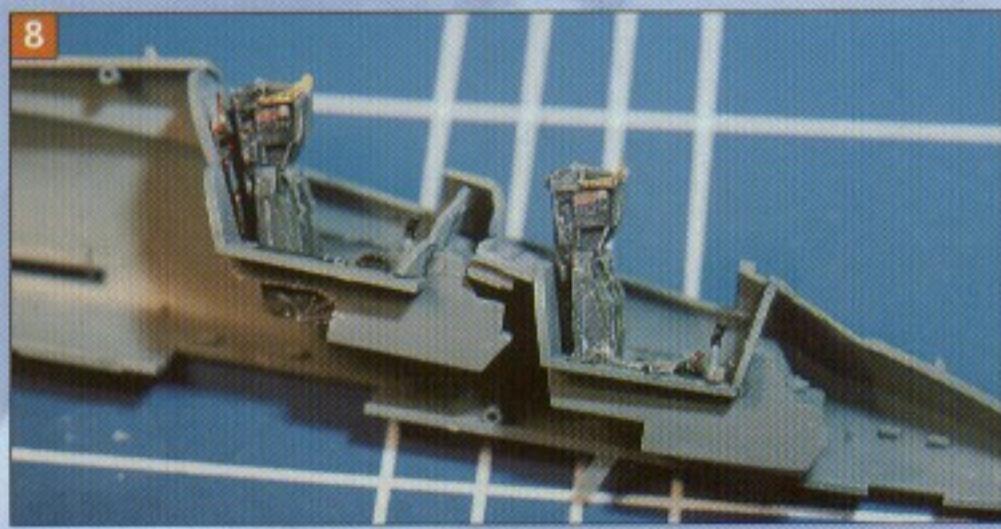
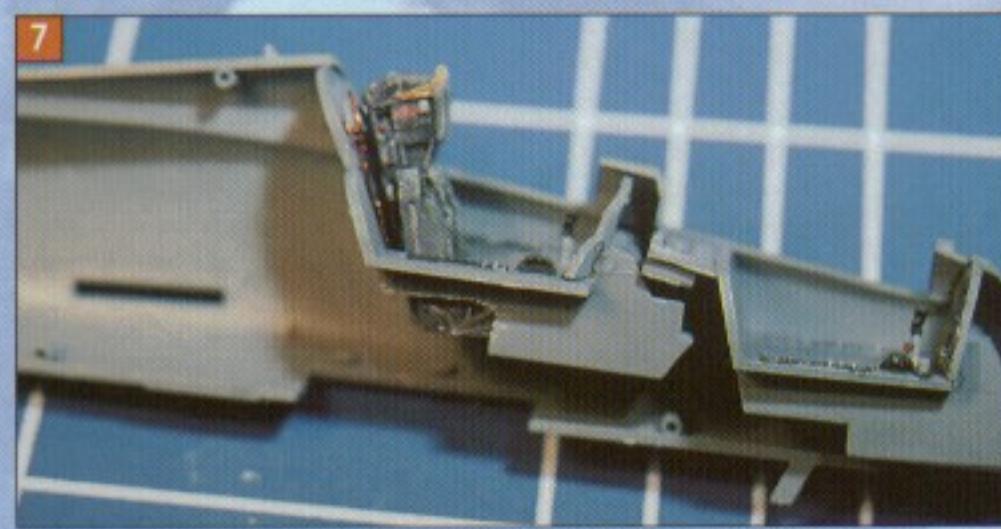
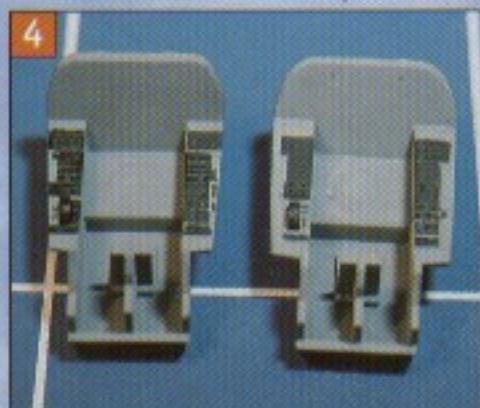
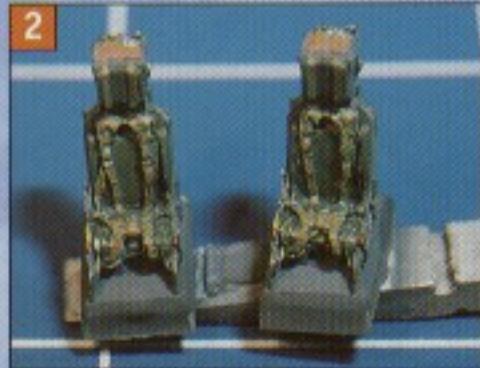
This kit includes two excellent instruction sheets; the first being for assembly and the other being for camouflage and markings. The first stage is to build the ejection seats. Now this is where I was just not happy, as not only did I have to contend with the missing parts due to the 'short-shots', the seats themselves once basically assembled looked squat. I therefore decided at this early stage to replace the seats with suitable resin ones. To be truthful I would have been better to go for a Mk 10, but most seats of this mark available are tailored to the Tornado. I therefore used a couple of Mk 9 seats for a Jaguar from Paragon (#48034) and alongside the kit seats they looked a lot better

(Photo 1). The first stage was to paint the new

seats, and so I gave them an overall coat of Tamiya German Grey (XF63). Once dry the seat cushions were picked out in brown (Revell® 84), although, looking at photos, they could be grey. Initially I thought the seat belts may be blue or green, but a cockpit photo showed that they were in fact a khaki colour, and so I did mine in a light tan (Humbrol 81), because they would become darker once the overall wash was applied. Once this was all dry, the entire seat was given a wash of Tamiya Smoke (X19) and once that had dried I dry-brushed everything with a light grey. Detail painting of the buckles and various fittings was carried out once all of the seat was dry (See Photos 2 & 3).

My attention now turned to the cockpit tubs themselves. These (A33 & A34) were sprayed Medium Grey (XF20) and once dry the side consoles etc were picked out in Anthracite (Revell® 9) (Photo 4). Later I spent a bit of time adding various colours to the switches on these panels, just to liven up the interior. The instrument panels were dealt with in the same

way, and although I thought that the three-part assembly used to make up each one was going to spell trouble, their actual assembly was straightforward. The rear bulkhead (A44) should only be installed on the upper edge of the rear cockpit tub (A33) when you can place the whole assembly into the fuselage half. If you do it before this, you may find that the angle it sets at is different to that required for its correct installation in the fuselage. Now, a problem. Because I opted for replacement seats I now hit a snag. The kit seats look 'squat', and there is a reason for that, the floor of the rear cockpit tub is too high, so a seat of the correct height will not fit under the canopy! Drastic measures were required, and as I only found this out once the tub was in the cockpit, I had to do all my cutting etc with everything stuck in place (Photo 5 & 6). In hindsight, you need to remove the area below the seat in the



rear tub (A33) before you install it in the fuselage. Test fit the new ejection seat to ensure its top is below the rear bulkhead (Photo 7) and also test fit the front seat as well, just to ensure it 'looks right' (Photo 8). Once you are satisfied with all this you can box in the hole you made in the floor of the rear tub (Photo 9) and repaint the interior. Although you can sand some of the height off the bottom of the resin ejection seats, the option to correct this problem in this manner is not there. You would have to take about 2cm off the base of the seat and in so doing, you would sand right through it! I thought that the rear bulkhead (A44) was a bit 'bare', so I spent a little time with a drill and some copper wire adding a bit more detail to this area (Photo 10). With all the interior ready I now set

about adding the ventral air brake insert (B32 & A3), which had been pre-painted Silver Leaf (TS30), into the lower fuselage, as well as adding the exhaust (A7 & A9) and nose wheel well roof (A8). The instructions do warn you to add nose weight, but guess who forgot!

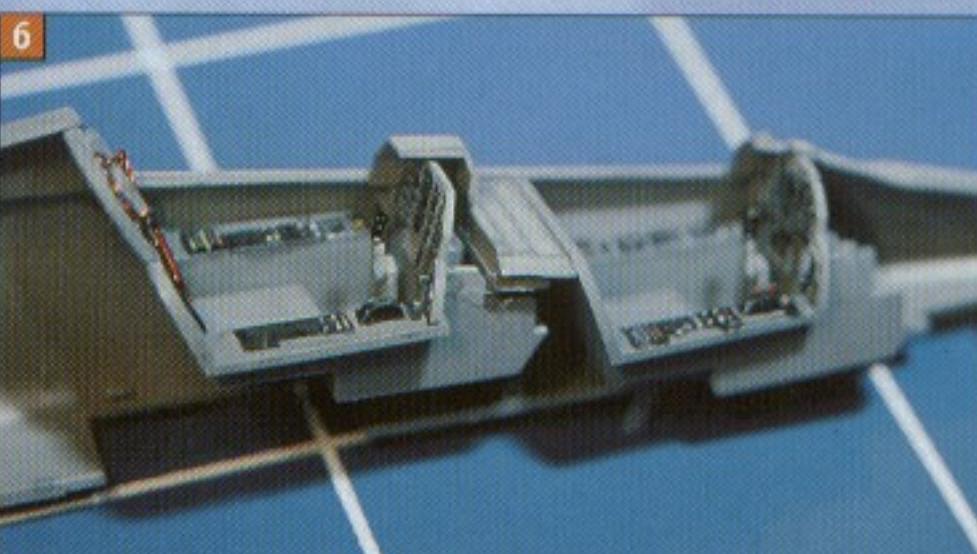
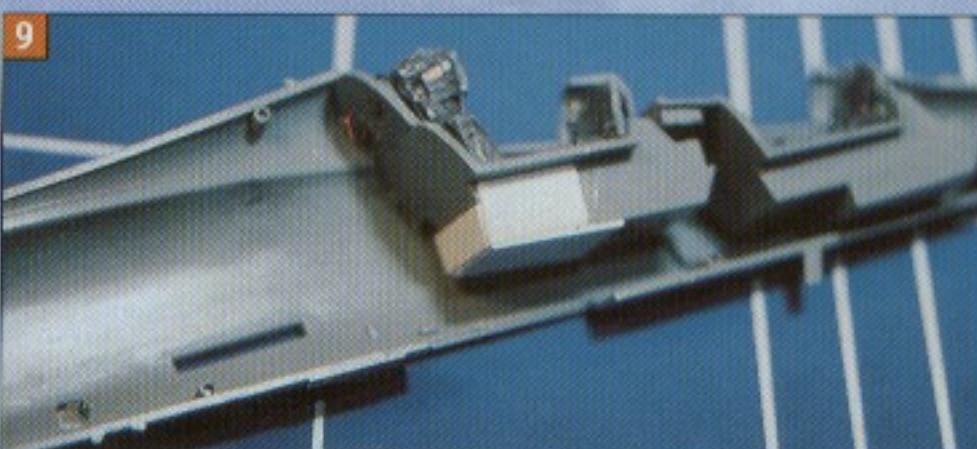
I now turned my attention to the assembly of the wings.

Frems have cleverly moulded the outer

undercarriage doors in the closed positions (they only open during the retraction sequence), but this does mean you get a 'solid' section to the wheel wells and it is a blessing that the aircraft sits so low on the

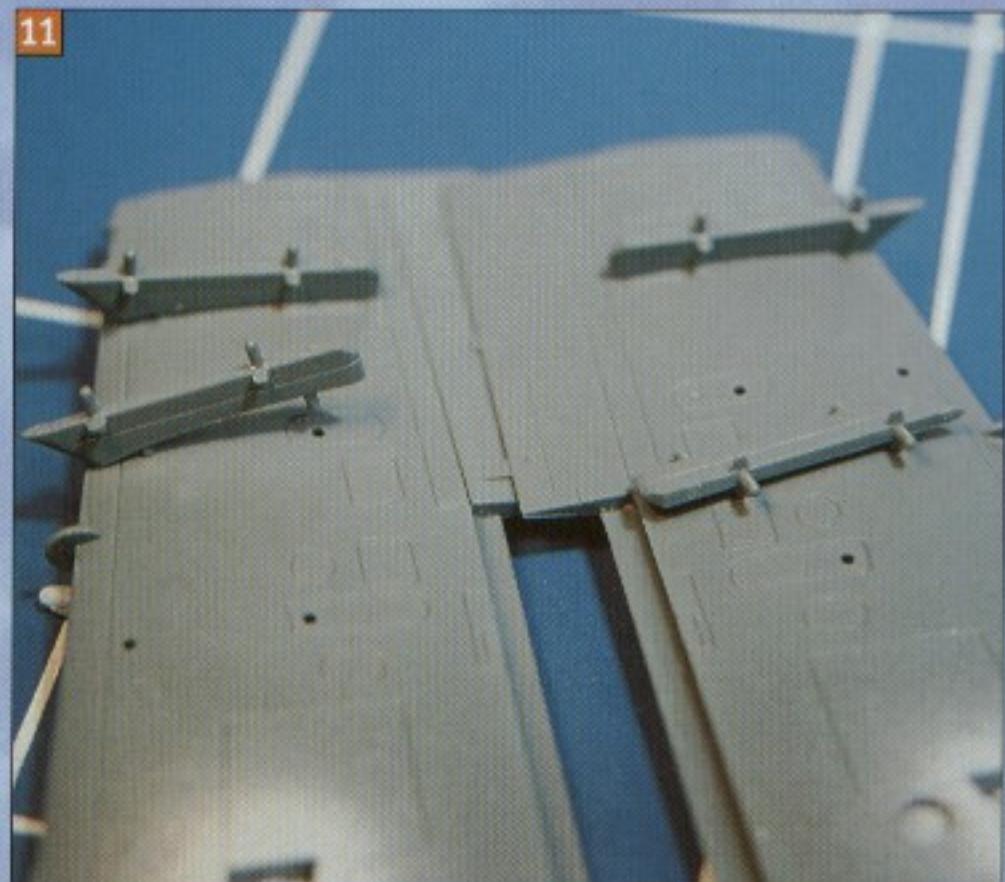
ground when completed, as otherwise I think this little detail would spoil the look of the whole undercarriage area. That aside, I cleaned up the wing halves, cemented them together and taped and clamped them. I did not add the tip tanks or the intake lips (B14) at this stage, nor did I install the flaps (B17 & B24). Once dry the leading and trailing edges were sanded and any gaps filled. I had thought that I should secure the pylons at this stage, but on test fitting them, I discovered that they snapped in and out of their mounting holes so well, that I decided to just push-fit them for the spraying stage (Photo 11). With all this dry, I cemented the wings to the fuselage as well as the tailplanes to the rear fuselage. Because of the clever steps in the wing root joint, you should be able to ensure the correct alignment of the wings, but do keep checking by viewing the model from the





had to be filled along with all the main seams. The ventral area, aft of the nose wheel well, was not a good fit either, and a lot of filling and

sanding soon removed all the panel lines from this area! Not to worry, as I rescribed this prior to painting. Now, when I had the main airframe together, I discovered that



there was a big gap in the rear instrument panel coaming (Photo 13). This may have been down to my assembly of the cockpit interior, but it simply would not close. Because there is already a 'step' in the coaming in the middle, I cut a

the canopy. Oh no!, it has a seam all down the middle. Having dealt with similar seams in canopies on the Hasegawa 1/72nd Su-27 and Academy 1/48th Su-27 (is it something about the Su-27?), I set about sanding back the step. I used various grades of wet'n'dry, starting with 600 and working up to 1200. I still needed finer paper, so I sanded two sheets of 1200 together, reducing the grit, and sanded with that. Further sanding back of the grit on the 1200 paper resulted in the final sheet which literally felt as smooth as a piece of plain paper, but it did the job. The canopy was now nice and dull (Photo 15), so I wet

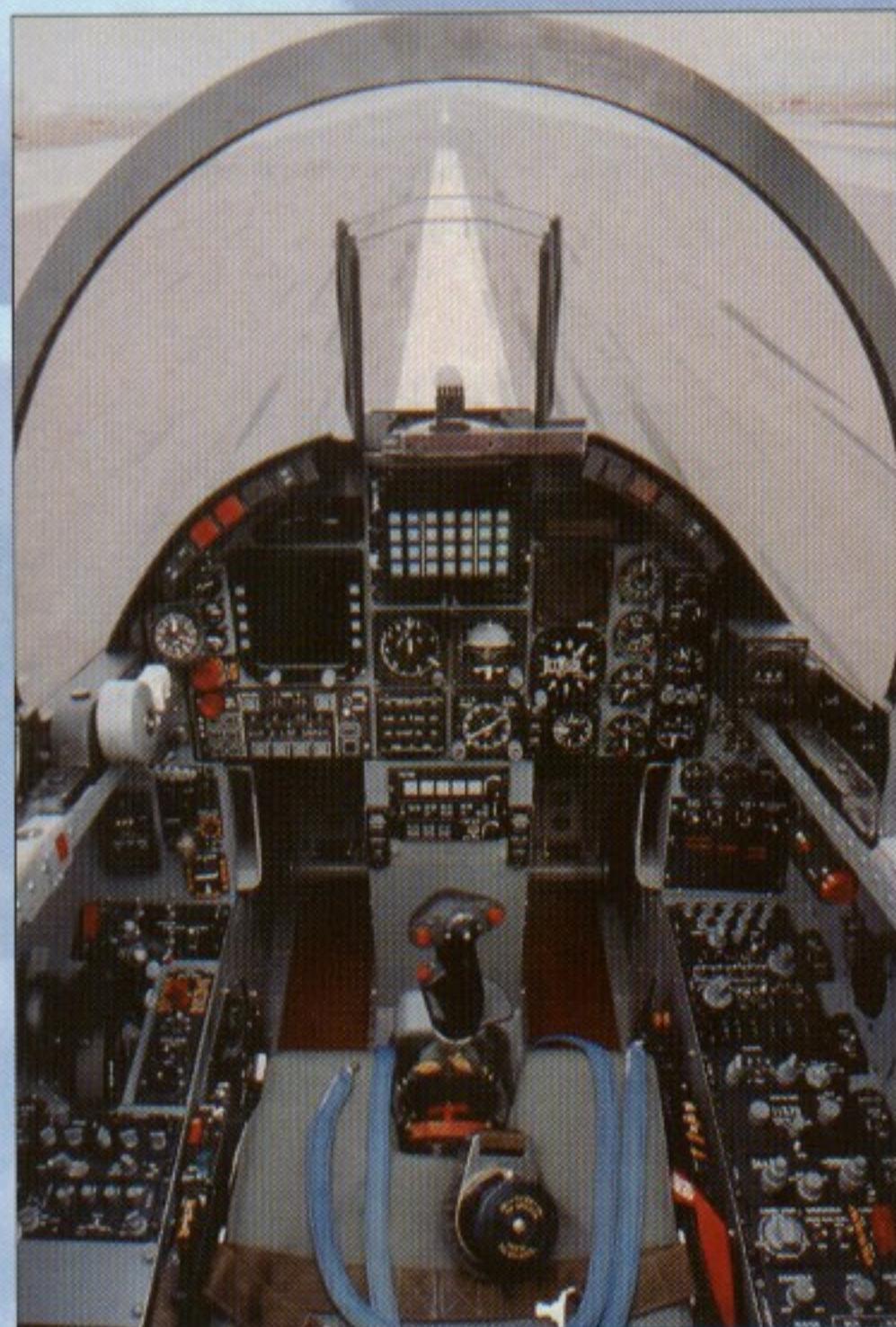
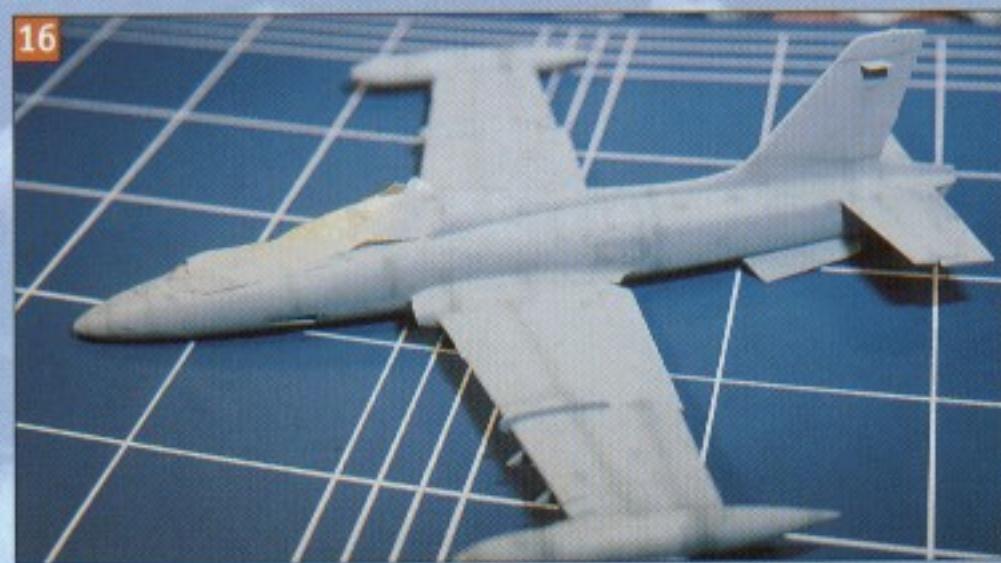
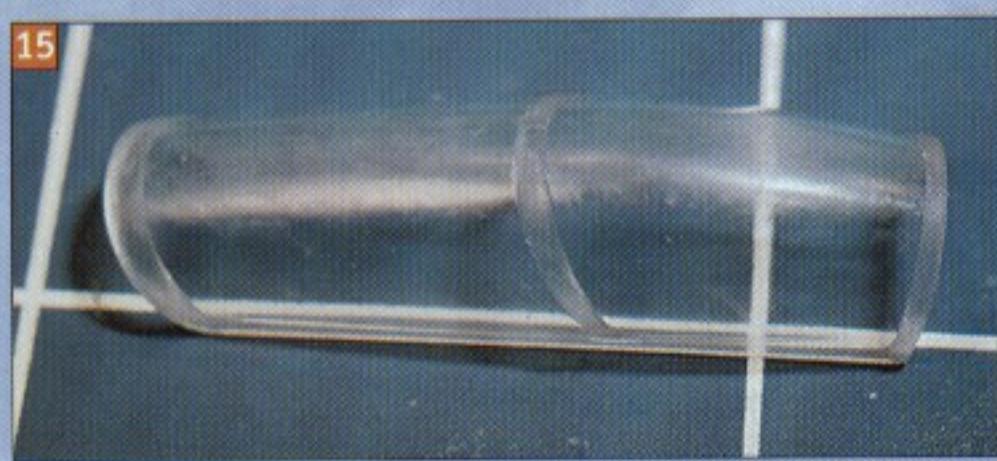
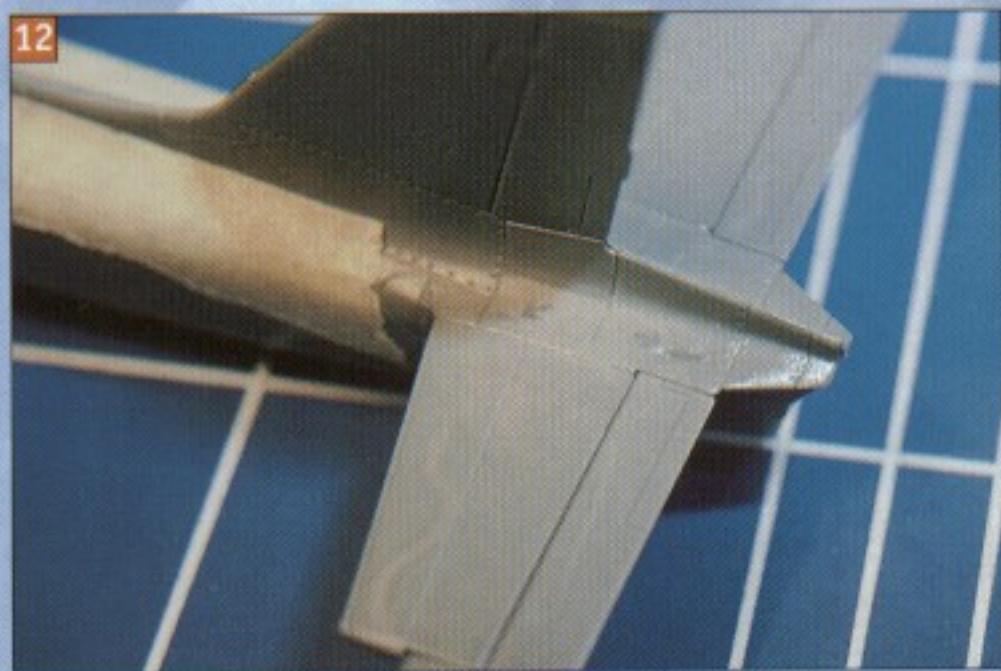
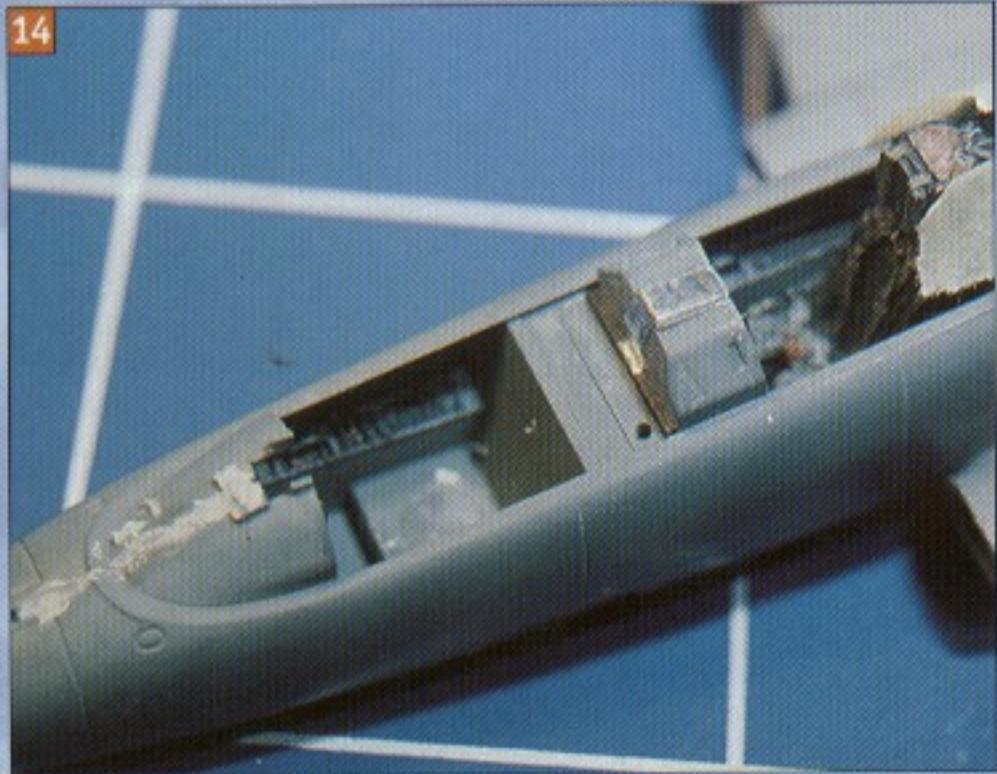
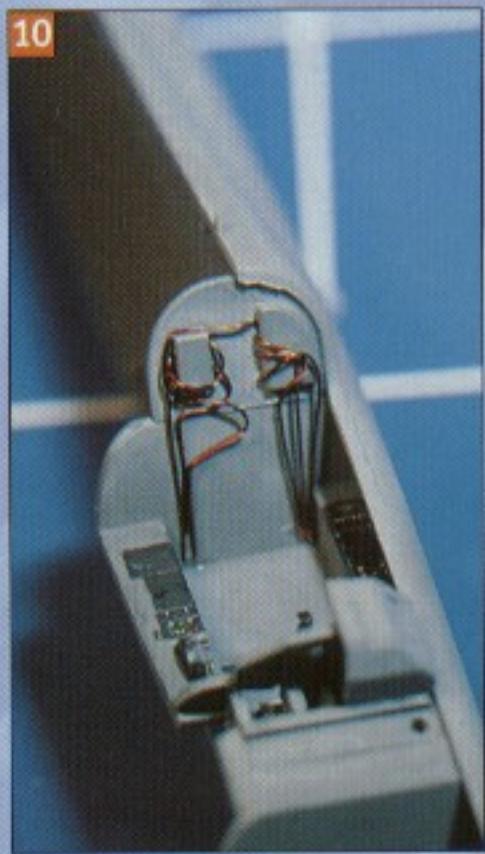
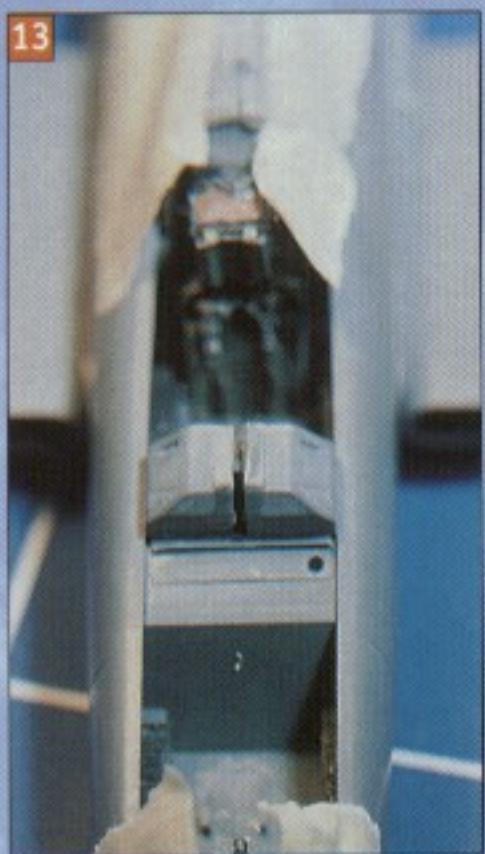


sanded it further with a household cream cleaner, then washed off the residue. The overall 'fogging' of the canopy was now getting better, so I decided to go for the polishing stage. Using Final Touch Canopy Polish, I applied and polished it in. Once dry I used a new cloth to buff the canopy up to a good shine. Although not perfect, it looked a lot better than it did with that seam down the middle.

At this stage, my attention was drawn to

suitable width of Sellotape adhesive aluminium tape (the sort you buy at DIY shops for pipe repairs) and secured this over the gap (Photo 14). Well, it worked for me anyway! Assembly was coming on apace now, so quite a bit of time was spent sanding and filling any gaps etc in preparation for the application of the primer.

The final point to cover before you start painting is to decide on what option you are going to model, as this will determine the tip tanks etc that are installed. I wanted





the light grey Italian option shown on the box top, so I added the big 316 litre style tanks to my model. I also built up the Matra launchers, the 325 litre drop tanks and the DEFA-553 30mm cannon pods. These were not installed on the aircraft though, and were instead mounted on cocktail sticks in a block of foam to be sprayed separately.

Painting

The first job was to mask off the ventral air brake, exhaust pipe and cockpit area. Masking the wheel wells was easy, I just put some Blu-Tac into each and then pressed the doors into place. This is a quick way to mask a flat wheel well, and it also lets you spray the doors at the same time as the airframe. With any shade of grey this is a real bonus, as doing the doors separately can result in a different shade, even if they are done with the same spray gun full of paint. I primed my model with three coats of Halford Grey Plastic Primer, then considered the overall scheme.

My model was to be Grigio Azzurro Scuro (Dark Grey) overall, and the FS number (36320) quoted on the instructions actually matches Dark Compass Ghost Grey. I therefore used this colour from the LifeColor acrylic range (#UA027). The tips of the tanks and nose are Grigio Medio Opaco (Medium Grey) and the FS number for this (36440) equates to Light Gull Grey (#UA025). The only other colours I needed were the Verde Scuro Semilucido (Dark Green) for the gun pods, and Arancio Fluorescente (Fluorescent Orange) for the tip tank bands. The former's FS number (24064)

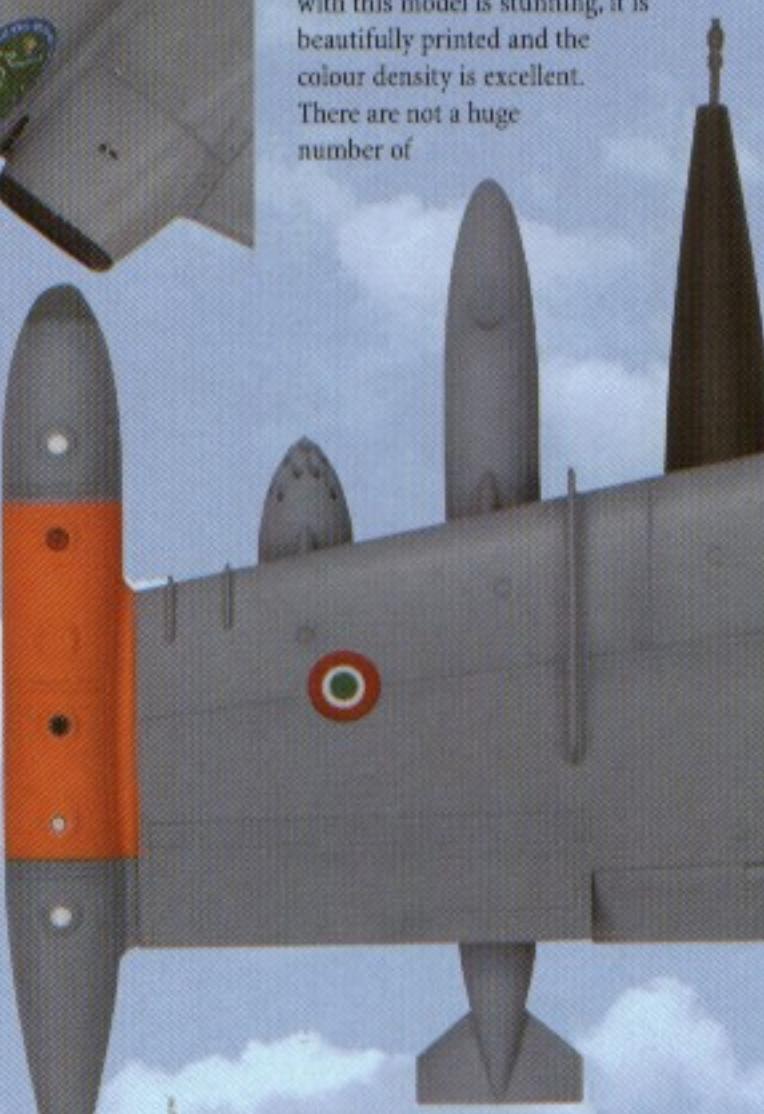
equates to Israeli Green (#UA119), while the latter (FS 28913) is best suited by 'Fluorescent Red' (FS 38913), which is LifeColor #LC22. My first job was to apply two light coats of UA027 overall, not forgetting to spray the canopy (suitably masked, of course!) and the underwing stores and tanks. Once this was dry I darkened the grey with a drop of Dark Grey (FS36118/#UA022) and applied this lightly to all panel lines. This effect, known as 'shadow shading' in the R/C world, is very effective on a grey aircraft, and although the initial application may seem quite harsh (Photos 16 & 17), the entire airframe has to be resprayed with a very light 'dusting' of the original grey, to tone everything down. Although my tip tanks were on the model for this stage, they were not cemented in place (just held on with Blu-Tac), so once the overall scheme was dry I removed them to apply the Fluorescent Orange. Because of the nature of this sort of colour it is best to apply it to white. I had masked the areas off for the main colours application, so now these masks were removed and the rest of the tank was masked so that I could apply Matt White (Tamiya XF2) to this area followed by five (yes, five!) light coats of the Fluorescent Orange. The number of coats is dictated by the need to build the layers of

colour, as this sort of paint will not look good if applied in thick coats.

With everything dry it was time to apply a couple of coats of Gloss Varnish. The model was now left for an entire week to dry. Don't be tempted to touch it sooner, as bitter experience has shown me that no matter how dry a model feels to the initial touch, you need to give ample time for the lower layers of a varnish to fully cure before handling it a great deal.

Decals

With the model all glossy and dry, I set about applying the decals. The sheet with this model is stunning, it is beautifully printed and the colour density is excellent. There are not a huge number of



decals on the one I chose, but there are quite a few stencils. These were all applied using Micro Set to settle them onto the model, and Micro Sol to soften them into the surface detail. I did experience a bit of silvering with the forward fuselage numbers and the vertical fin badge, but that was probably down to me not getting a good enough depth to the gloss finish first.

Decal Rating = 10/10.

Final Touches

By this stage you will have found how difficult it is to hold the model for painting etc, and as the final painting job is to spray an overall coat of Satin Varnish, you will see the benefit of not fitting those intake lips at the beginning. I used a length of aluminium rod, bent into a U, and then wrapped lengths of masking tape around each end to make a pad that could be pressed into the intakes. This held the model firmly and allowed you to manipulate it whilst spraying without running the risk of actually touching it. It also allows you to clamp the whole model via the rod into a vice while the paint dries. I applied Humbrol Satin Cote overall, in two light coats and then one heavier one.

This was left to dry for another week and then my attention turned to the final detail parts.

The undercarriage doors were now removed, as was the Blu-Tac holding them, and the undercarriage oleos and wheels were installed. I sprayed the main and nose wheel Tyre Black first, then masked them off with a piece of masking tape that had a hole cut in the centre to match the wheel hubs diameter. The centres were then sprayed the same Matt Aluminium (XF16) that the bays and oleo legs were. I had lots of problems with the separate flaps, as they need to be pushed into position during the spraying stage, but the lugs they are mounted on are so fragile that I inevitably broke them. In the end I had to add new tabs from plastic rod, and cement the flaps in position right at the end of assembly.

I posed the air brake down on my model, and I had been told that the interior of the well was silver, while the inside of the brake itself was Olive Green. I used Tamiya Silver Leaf (TS30) for the well, and Aermacchi Green (LifeColour UA106) for the air brake. The pylons were 'snapped' into place and their stores and tanks were cemented on. The brass barrels of the gun pods seem too nice to paint, but paint them I did, and then they were glued into the front of the pod. With the Matra pods, some photos show these with the nose cone in black, while others show

them grey overall. I opted for the latter, as the black tip looks a bit 'dated' to me.

The final task was the fitment of the canopy. You have to install the centre portion of the glazing (#7), but I forgot it!

I had enough trouble getting the rib and jack assembly (A10) to fit, as it was very tight and kept slipping inside the main canopy. In the end I got it in place, then added a little liquid cement and prayed! The forward windscreen (#2) was fitted first, then the correct location of the open main section could be determined. I had to open up the hole in the bulkhead (A13) to accept the jack (A10), but in the end I got there.

All you need do to complete your model now is add the various clear lights. For this I used a combination of the kit parts, and the new coloured

lights that are produced by Cutting Edge (CEC48164). I had removed all the blade antenna from the airframe during the assembly stages, so these were remade from thin (10 thou) plasticard and secured in place with a drop of superglue under each.

Conclusion

Well, I enjoyed that! I suspect many of you though I only made WWII subjects, but I am like many modellers in that my tastes are dictated by the appeal of a subject. I am no longer a 'themed' modeller, and I find myself more and more attracted to colour schemes etc. As a result I tend not to

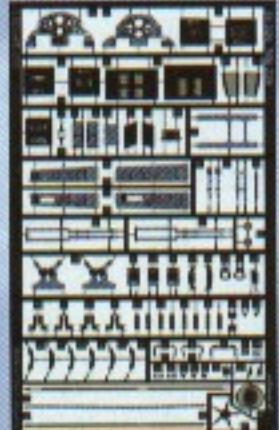
build items from a set era, and this latest model is a good example.

Where did Frems spring from? One day they just arrived on the scene, and

what a model they produced. I can recommend this model to all, as it is beautifully engineered, manufactured and presented. The instructions are clear, the colour and markings guide is extremely good, and the inclusion of FS number on the paint guide is one others should note. Most of the problems I encountered were of my own making, but the seam through the canopy is an annoying result of the limitations of the moulding process. I can only hope that the sales of this, and the previous MB.339 A PAN, are such that they encourage Frems to do some more versions. Maybe the single-seat K version, or even the types famous predecessor, the MB.326.

My thanks to Frems for the review sample, to Richard J. Carauana for the information and to Paragon Designs for the ejection seat.

Richard A. Franks



P.S.

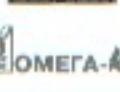
If you want to add an etched detail fret to this kit, you now can as Eduard have just released one (48-320) just after I completed this model too - 'Modellers Law in action I fear - Ed]

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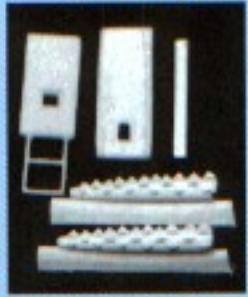


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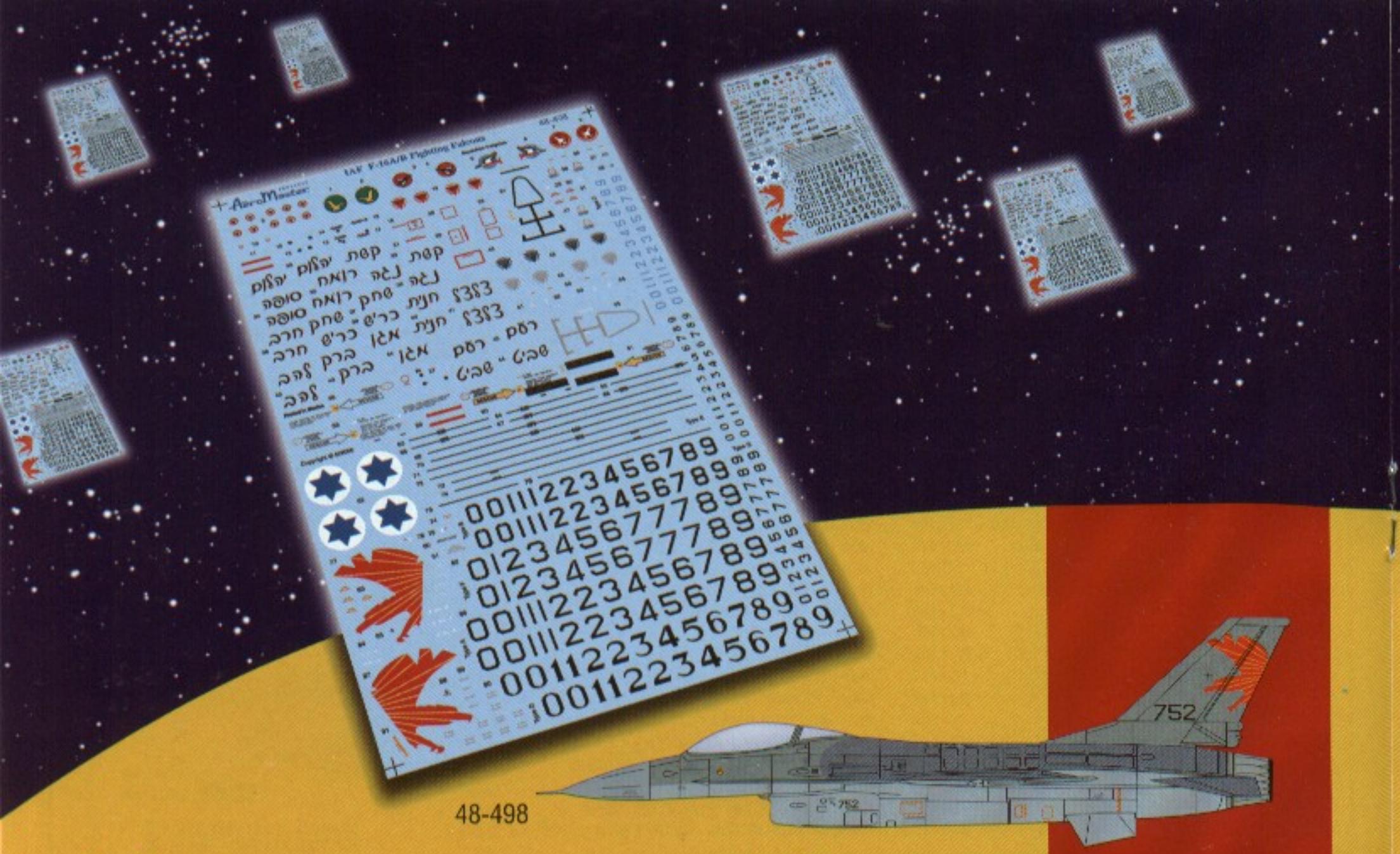


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10: Between Aug 94 and Jan 95, the IAF got 50 ex USAF F-16s from types A and B. A/C #752 is one of the first to arrive at this sqn.

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- 2: P-38G-15, 43-2386, 80th FS, flown by Lt John L Jones.
- 3: P-38J, "Moose", flown by Major Donald Campbell.



48-499 Pacific Lightnings

Pt I

Pacific Lightnings Part I



48-499

The Finishing Touch

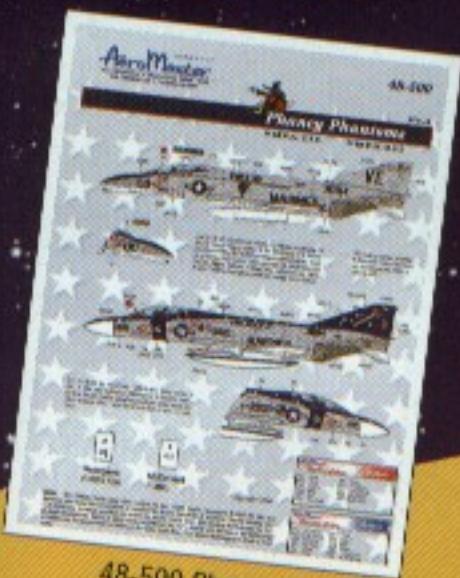
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48-495 Fairey Battle 1938-40

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- P2232 PH-F of 12 sqn, Vroenhoven, Belgium, May 1940. Led A Flight in one of the series of attacks against the Maastricht and Albert Canal Bridges.
- K9353 HA-J of 218 sqn, Bouillon, France, May 1940. Shot down whilst



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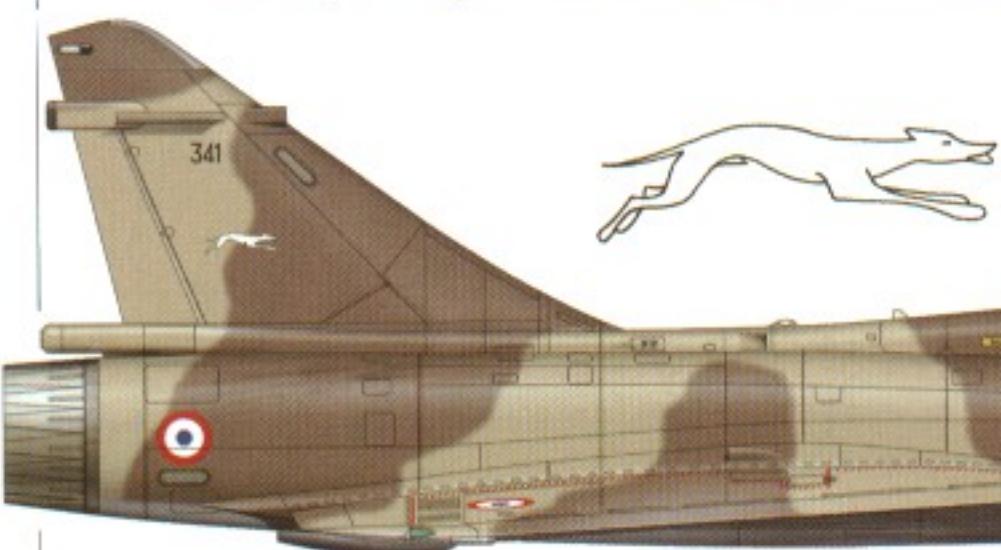
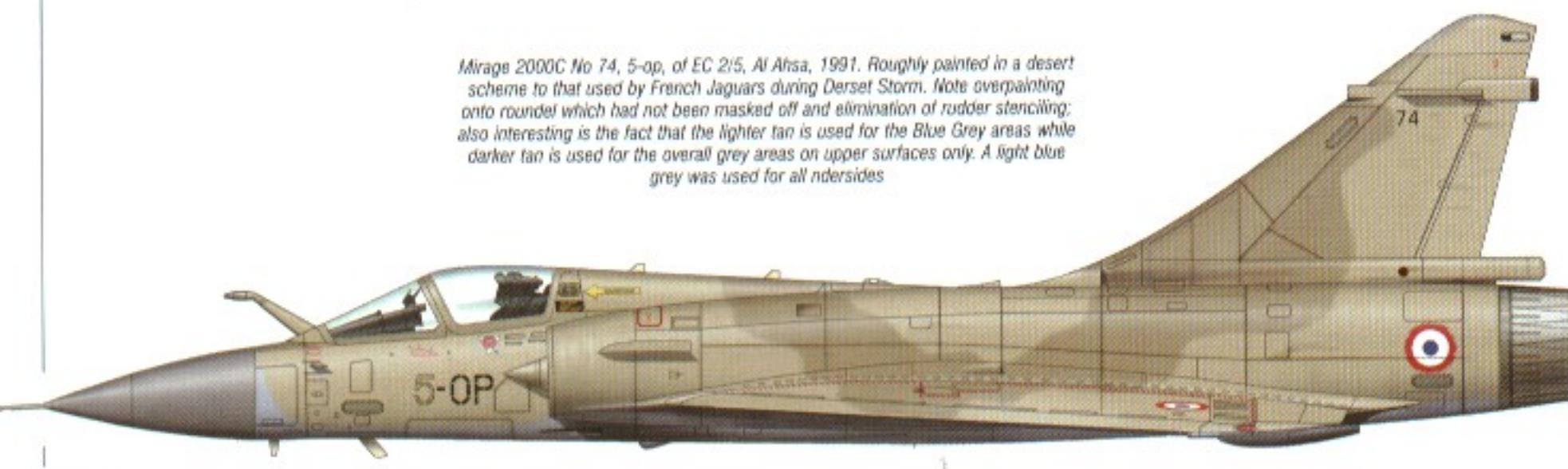
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Dassault Mirage 2000

Mirage 2000N, 359/3-JH of EC 3/2 (SPA 102) 'Champagne' French Air Force, which received their brand-new aircraft on 27 August 1992



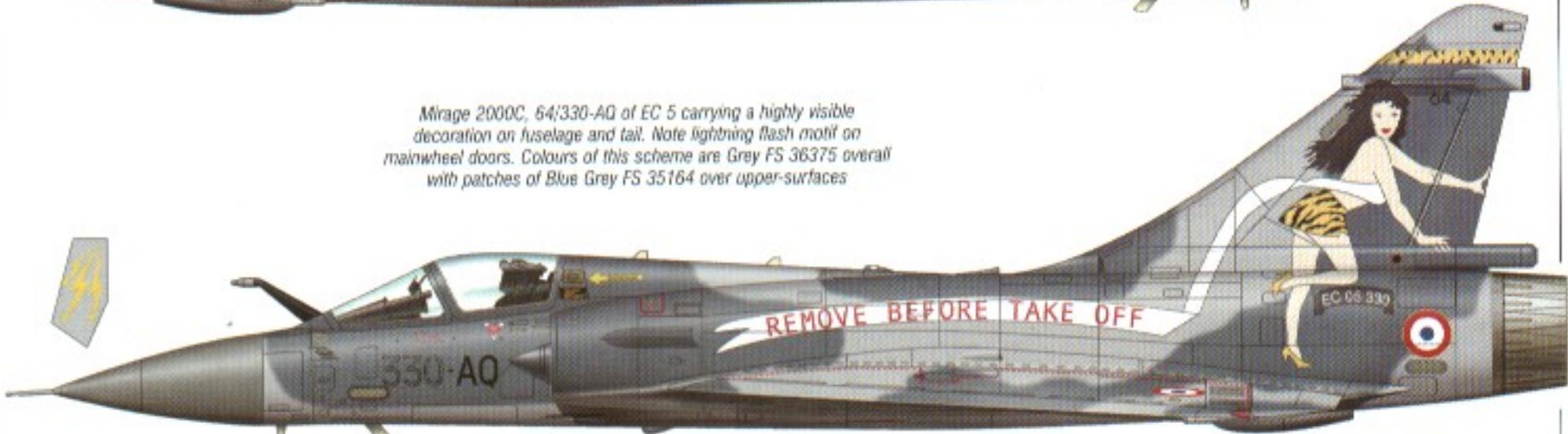
Mirage 2000C No 74, 5-OP, of EC 2/5, Al Ahsa, 1991. Roughly painted in a desert scheme to that used by French Jaguars during Desert Storm. Note overpainting onto roundel which had not been masked off and elimination of rudder stenciling; also interesting is the fact that the lighter tan is used for the Blue Grey areas while darker tan is used for the overall grey areas on upper surfaces only. A light blue grey was used for all undersides



Mirage 2000N-K, 341/4-AF of EC 1/4 'Dauphiné' during Red Flag exercises, 1994. The two-tone brown camouflage consisted of temporary distemper, and was severely worn out on some of the aircraft by the time the exercise came to an end



Mirage 2000C, 64/330-AQ of EC 5 carrying a highly visible decoration on fuselage and tail. Note lightning flash motif on mainwheel doors. Colours of this scheme are Grey FS 36375 overall with patches of Blue Grey FS 35164 over upper-surfaces



Mirage 2000C, 5-OP, of EC 2/5, 'Île de France', specially painted for the unit's 50th Anniversary. Blue-Grey upper surfaces with Black undersides. Note 'Lily' similar to that on the fin is reproduced on the fuselage spine, aft of the cockpit. Names under cockpit are: Cdt Gabrais, Adj Blosca. For underside view see other sheet





Close-up detail of the two cockpits of Mirage 2000D 5-0U belonging to EC 2/5 of the French Air Force. Of note is the highly complex wing fillet fairing. *PHOTOGRAPH BY R.J. CARUANA*

Back to Delta

Dassault Mirage 2000

The Mirage 'dynasty' began with the maiden flight of Avions Marcel Dassault's Mirage III on November 17, 1956. This aircraft, in a multitude of versions and configurations, became the most successful French aviation export offering during the following decades. It was succeeded by another successful generation in 1966, the Mirage F-1, which completely departed from the previous characteristic delta, by having back-swept wings mounted high on the fuselage. When the Mirage 2000 appeared, it was instantly mistaken for a re-hash of the earlier Mirage III; in actual fact it only shared a superficial resemblance, although its return to the tail-less delta platform did cause some surprise.

When the Armée de l'Air (French Air Force) was forced to abandon the 'Aircraft of the Future' (ACF) project due to budgetary restrictions, it issued specifications for a replacement of its Mirage F-1s, Mirage IIIs and Sepecat Jaguars by an interceptor and aerial superiority aircraft. It was required to attain a speed of Mach 2.5, a ceiling of between 22 000 and 24 400m and it had to be equipped with state-of-the-art avionics. Dassault opted for a smaller and less complicated aircraft than the previous ACF. Studies showed that a delta layout, incorporating the latest aerodynamic

Synonymous with post-war military aviation, the name Mirage has been around for well over forty-five years. It immediately evokes Dassault's familiar delta configuration which makes any version immediately recognisable. Richard J. Caruana takes a look at the Mirage 2000 which during its development period had been earmarked as a worthy successor to the earlier Mirage III/5. That it did not live up to expectations in the export field, is through no fault of its own... read on.



Mirage 2000C, 2-EK, from EC 1/2 'Cigognes'. This appears to be an early production machine, recognisable from the black-painted radome. Matra Super 530 medium range AAMs can be seen under the inboard pylons. *PHOTOGRAPH BY R.J. CARUANA*

concepts, offered an excellent compromise between structural simplicity, light weight, high speed characteristics and demands of rapid acceleration, high rate of climb and manoeuvrability for an aircraft of modest size and power.

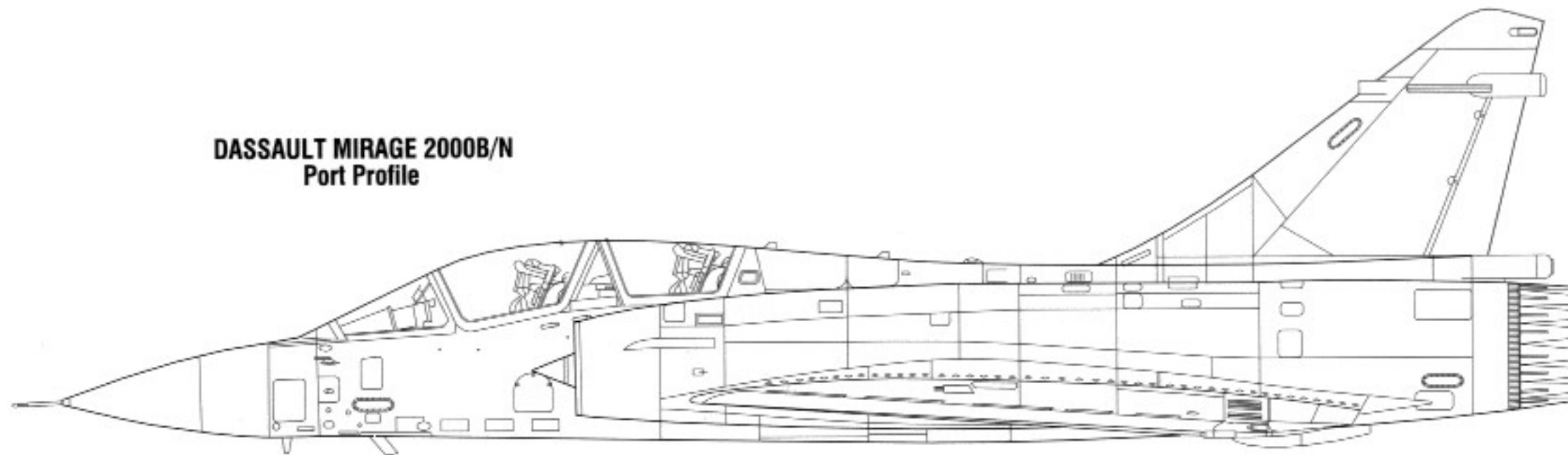
One of the delta wing's major drawbacks, that of high landing speeds, was countered by the adoption of fly-by-wire controls for the wing surfaces and rudder, with artificial stability, permitting an acceptance of a far-aft centre of gravity. This resulted in a much reduced landing speed and improved combat manoeuvrability. Successful tests of a carbonfibre rudder on a Mirage III and boron horizontal tail surfaces on a Mirage F-1 throughout the flight regime up to Mach 2.2 enabled Dassault decide on the extensive use of both materials in the Mirage 2000, resulting in a weight reduction of around 18%.

Birth of a New Fighter

Development had been extremely rapid and within 27 months from programme launch, flight testing could initiate. On December 19 1975, the Dassault-Breguet Mirage 2000 was selected by the Armée de l'Air as its primary combat aircraft for the 1980s and beyond. Of the five prototypes built, four were government funded while costs for the fifth were to be borne by the manufacturer. Mirage 2000-01 flew for the

Dassault Bréguet Mirage 2000

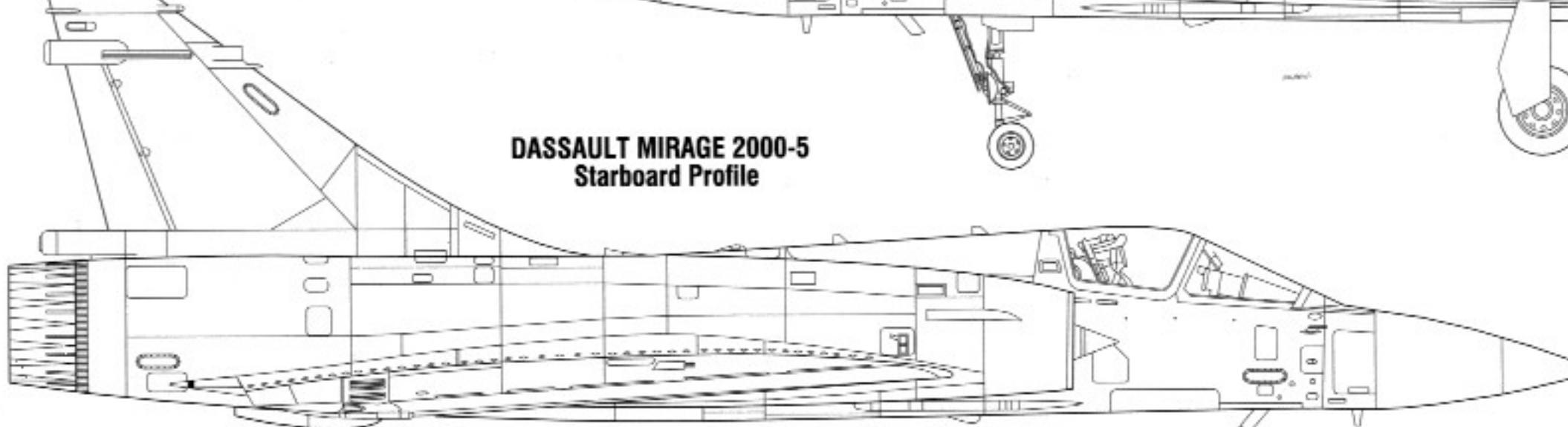
DASSAULT MIRAGE 2000B/N
Port Profile



DASSAULT MIRAGE 2000C
Port Profile

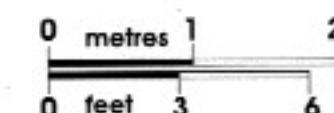


DASSAULT MIRAGE 2000-5
Starboard Profile



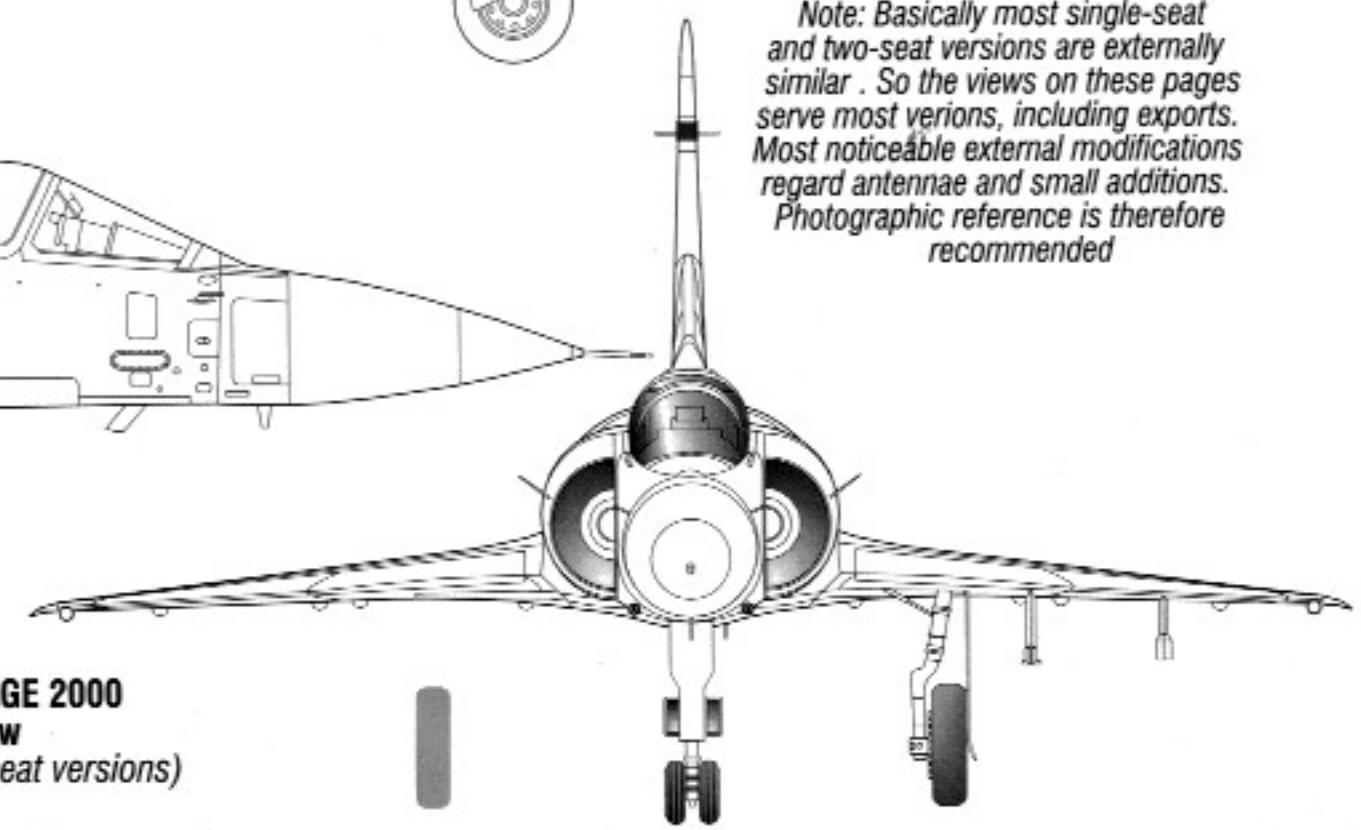
Note: Basically most single-seat and two-seat versions are externally similar. So the views on these pages serve most versions, including exports. Most noticeable external modifications regard antennae and small additions. Photographic reference is therefore recommended

DRAWINGS BY
RICHARD J. CARUANA
© 2000



Scale: 1/72

DASSAULT MIRAGE 2000
Front View
(Serves most single seat versions)



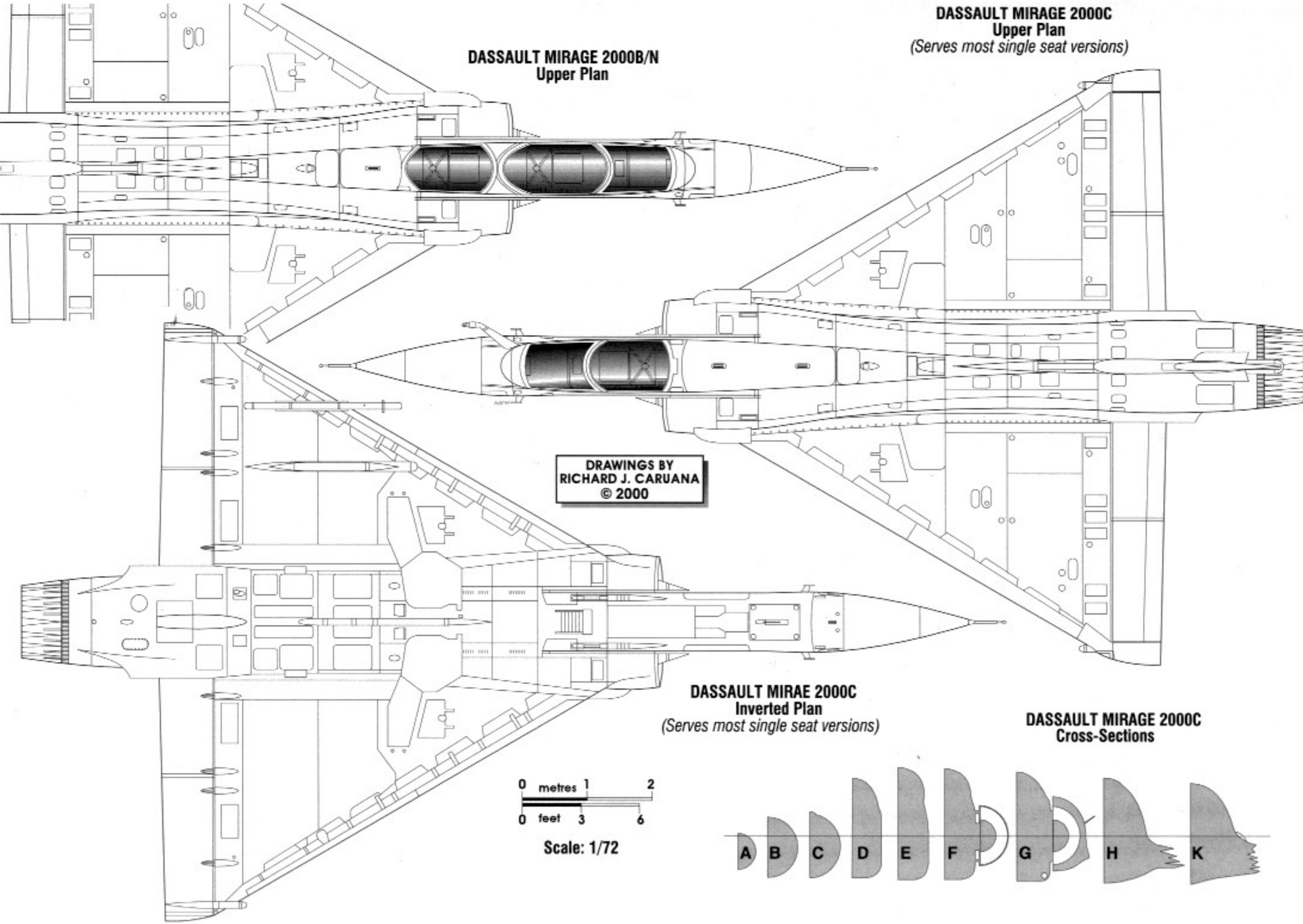
DASSAULT MIRAGE 2000C

Upper Plan

(Serves most single seat versions)

DASSAULT MIRAGE 2000B/N

Upper Plan



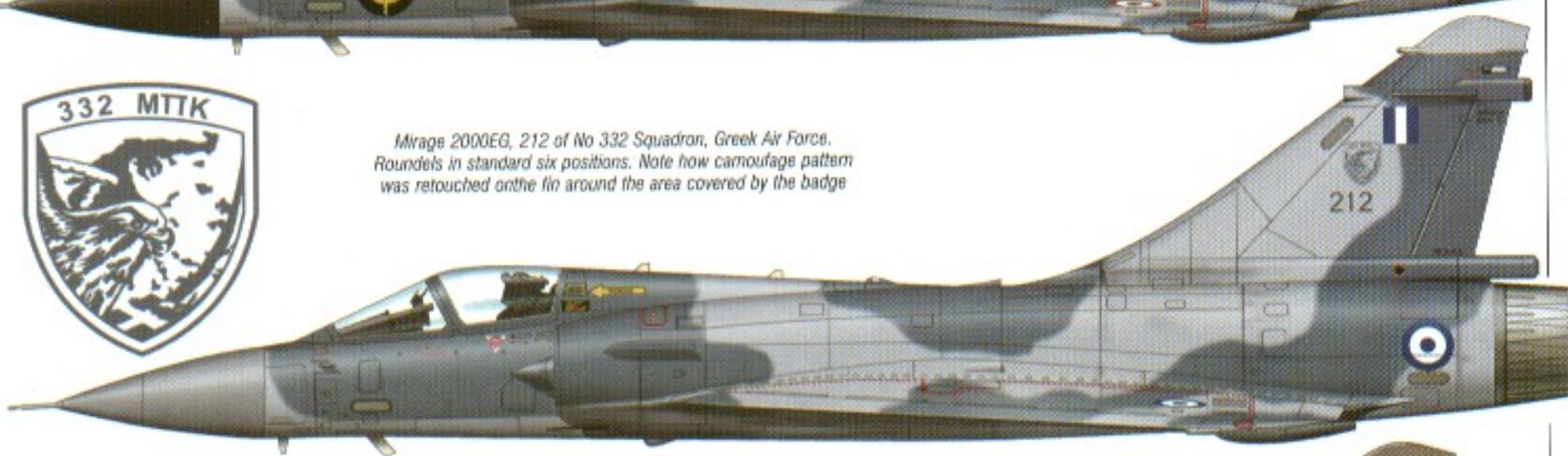
Dassault Mirage 2000



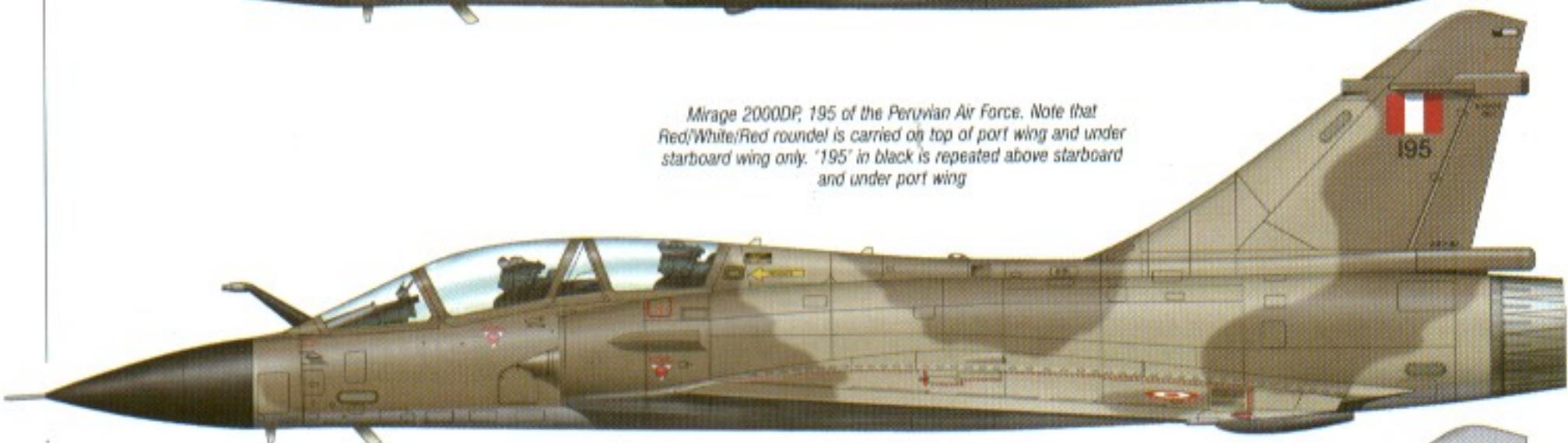
Mirage 2000H (Varja), KF-115 of No 7 'Battleaxe' Squadron, Indian Air Force. Roundels in standard six positions, with serial repeated inboard of underwing roundels (see underside plan at bottom of this sheet). Note back radar dome



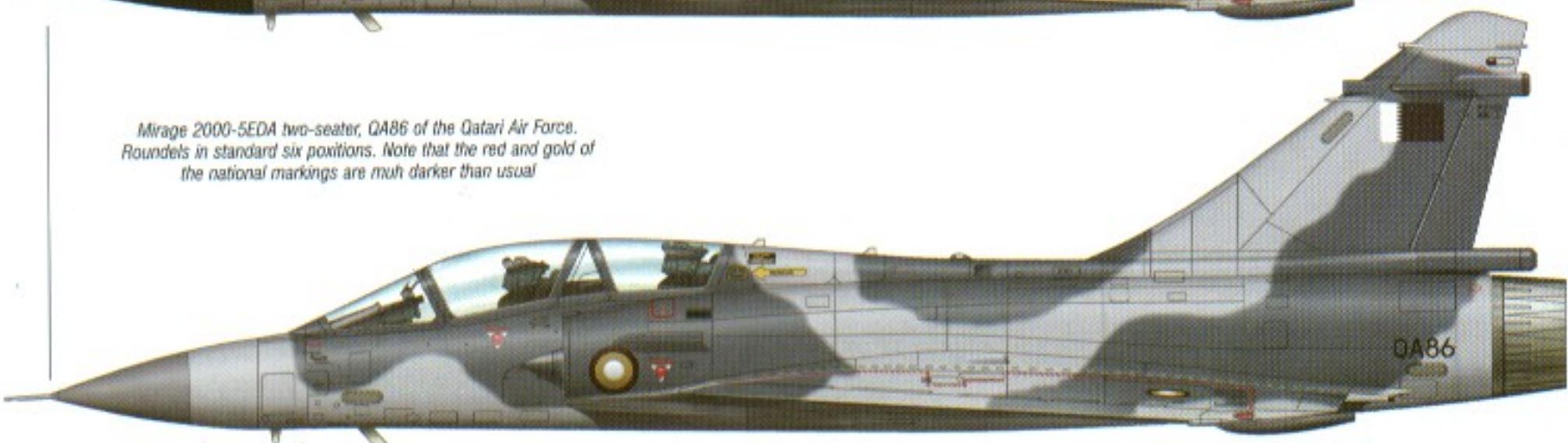
Mirage 2000EG, 212 of No 332 Squadron, Greek Air Force. Roundels in standard six positions. Note how camouflage pattern was retouched on the fin around the area covered by the badge



Mirage 2000DP, 195 of the Peruvian Air Force. Note that Red/White/Red roundel is carried on top of port wing and under starboard wing only. '195' in black is repeated above starboard and under port wing



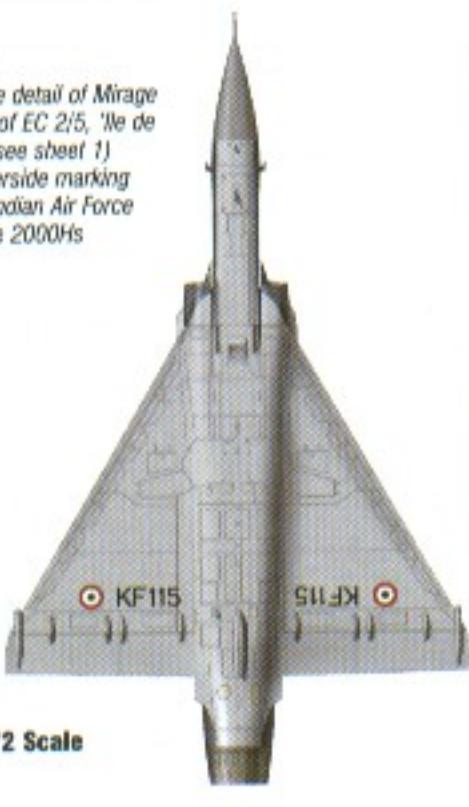
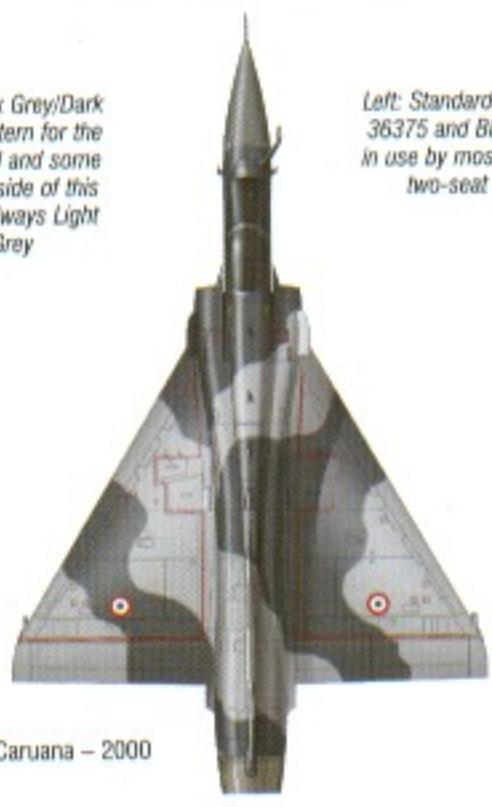
Mirage 2000-5EDA two-seater, QA86 of the Qatari Air Force. Roundels in standard six positions. Note that the red and gold of the national markings are much darker than usual



Left: Typical Dark Grey/Dark Green upper pattern for the Mirage 2000B/N and some early Ds. Underside of this scheme were always Light Aircraft Grey

Left: Standard pattern in Grey FS 36375 and Blue Grey FS 35164 in use by most single and export two-seat Mirages

Left: Underside detail of Mirage 2000C, 5-OP, of EC 2/5, 'Ile de France' (see sheet 1)
Right: Underside marking system of Indian Air Force Mirage 2000Hs



Mirage 2000C Spec

Manufacturer: Dassault-Breguet Aviation
Powerplant: 1 SNECMA M53-P2 or P20, of 6 560 kg (14 462 lb) thrust/9 700kg (21 384 lb) with afterburner
Fuel: Internal tanks - 4 000 L (1 060 gal.); external tanks - 4 700 L (1 240 gal.)
Performance: top speed - Mach 2.2 at 16 000m (52 500'); sustained speed - 800 knots (1 482 km/h; 922 mph); climb rate - 284.3m/sec (56 000' per min.); time to 15 000m (49 200') - 4 min; minimum speed - 100 knots (185 km/h; 115 mph); service ceiling - 16 460 m (54 000'); combat ceiling - 18 000 m (59 100'); normal range - 1 850 km (1 000 miles) with 3 000 L (790 gal.) drop tanks - 3 335 km; G limits: +9g/-4.5g (normal); +13.5g/-9.0g (ultimate)
Dimensions: Length - 14.65m (47.1'); wingspan - 9.13m (30'); height - 5.20m (17.1'); wing area - 41.00m² (441sq.ft)
Weights: Empty - 7 500 kg (16 520 lb); takeoff - 17 000 kg (37 445 lb); maximum t/o - 20 860 kg (45 950 lb); payload - 6 300 kg (13 880 lb)
Armament: Two internal DEFA 554 30 mm cannon (125 rounds each), nine hardpoints for Matra R-550 Magic 2, Matra Super 530D; further options: two AS30L laser-guided air-to-surface missiles; two ARMAT anti-radiation missiles; two AM39 Exocet anti-ship missiles; up to 4 500kg of external stores



2000-B) took to the air on October 11 1980. All five aircraft exceeded Mach 1.0 on their maiden flight. Meanwhile two other airframes had been built for static fatigue tests. These cleared the aircraft for a load factor of +9g and a rate of roll of 270° per second in sub-sonic and supersonic flight, in both clean and four-underwing missile configurations. By February of 1983, all five prototypes had amassed a total of over 2000 flights.

During these early flight trials, the Mirage

Designated Mirage 2000C, the first production aircraft performed its initial flight on November 20 1982 at Bordeaux-Mérignac and deliveries to the Armée de l'Air commenced the following year. Due to delays in delivery of the planned intercept radar, initial deliveries (2000C-S1 and -S2) were fitted with the RDM (Radar Doppler Multifunction), multi-role doppler radar based on the Cirano IV already in use in the Mirage F-1. The EMD/Thompson-CSF RDI (Radar Doppler à Impulsions), a pulse-doppler radar

were those of 2 Escadre de Chasse (EC 2) in 1984 which operated most of the -S1 and -S2 versions (around 37 in all) until the arrival of the definitive 200C. This was -S4/-S5, which saw service with EC 5 and EC 12, and of which 87 were produced. Additionally, 30 Mirage 2000B trainers were also distributed among the three wings.

Nuclear Capability

The first Mirage 2000N (N-01) performed its maiden flight on February 3 1983, ahead of schedule. This two-seat version was designed for an all-weather nuclear attack role, carrying a single ASMP (Air-Sol Moyenne Portée) air-to-ground medium

range nuclear stand-off

missile, originally carried by the Mirage IVP. Apart from a strengthened 2000B airframe to sustain its low-level penetration flight pattern, the aircraft was also fitted with special ground-scan radar. Its EMD/Thompson-CSF Antelope 5 was specially designed for the nuclear strike role.

The 2000N does not have the internal cannon of the single-seat version but relies on a pair of Magic 2 AAMs for its defence. An initial requirement for 100 aircraft of this type had to be boosted by a further 70 due to delays incurred in the Rafale development programme. These additional machines were, however, not nuclear-capable, and were given the designation of 2000N'. To aid in distinguishing the proper 2000N from the 2000N', it was decided in 1990 to

first time on March 10 1978, at Istres, while the second prototype flew on September 18. Mirage 2000-03 and -04 followed on April 26 1979 and May 12 1980 respectively, while the fifth machine, a two-seater training version (Mirage

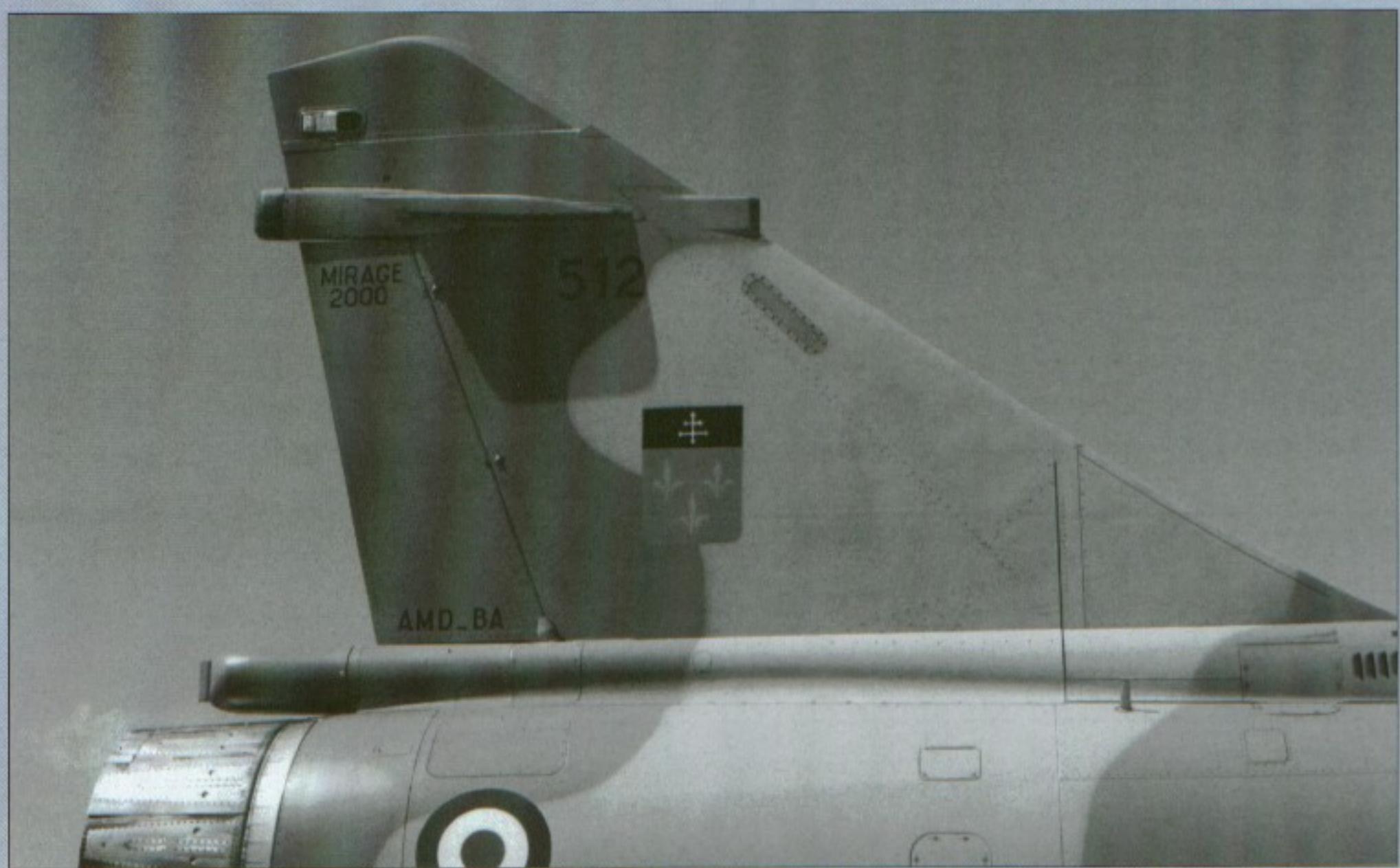


2000 was powered by the SNECMA M-53-2 engine but this was soon replaced by the M53-5, which was to power the first production machines until eventually the M53-P2, providing 6 560 kg (14 462 lb) thrust, or 9 700kg (21 384 lb) with afterburner, became standard fit. The M53 is a lightweight low-bypass turbofan of modular and basically simple construction. It is capable of continuous Mach 2.5 operation at high altitude, without any restrictions on the use of afterburner in any part of the flight envelope.

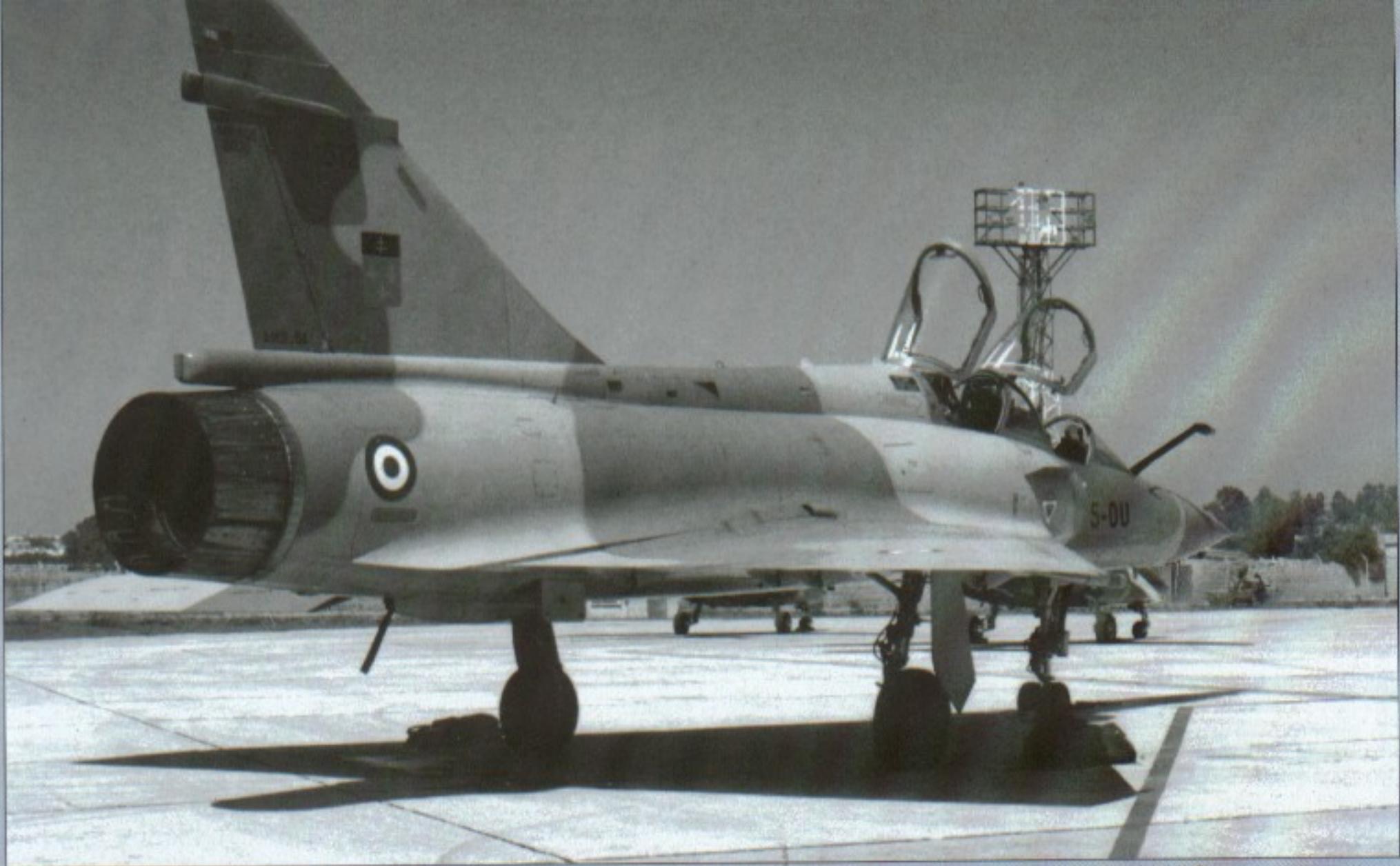
with a 54 nautical mile acquisition range, was introduced in 1986 on new-build aircraft (2000C-S3), and then retrofitted to earlier machines equipped with RDM, although the 2000B two-seat trainers retained the earlier radar version.

Defensive armament of the single-seat 2000C consists of a pair of internal DEFA 554 30mm cannon (with 125 rounds each). It has nine hardpoints under the wings and fuselage (compared to five for the Mirage III and seven for the F-1) which can be used to install Matra Super 530D radar-homing medium-range missiles or Matra 550 Magic 2 IR-homing medium-range missiles. Alternatively, these pylons can take up to around 4500kg of ordnance.

First Mirage 2000Cs to enter service



Another detail shot, this time of the fin/rudder area, showing the array of antennae and sensor in this area. Note that the letters at the bottom of the fin denote the manufacturers, that is Marcel Dassault and Bréguet, and are not relative to the sub-type or version of the Mirage 2000. (J. Canavan)



Certainly one of the most potent ground attack aircraft on the French Air Force's inventory is the Mirage 2000D. This example from EC 2/5 which visited the 1999 Malta International Air Show. (A.J. Caruana)

redesignate the latter as 2000D.

Presently three units of the Armée de l'Air are equipped with the 'N', these being EC 1/4 Dauphiné, EC 2/4 Lafayette and EC 3/4 Limousin in the nuclear strike role within the Commandement des Forces Aériennes Stratégiques. Units formed on the 'D' include EC 1/3 Navarre, EC 2/3 Champagne and EC 3/3 Ardennes. Although French Air Force Jaguars stole the limelight during Operation Daguet (during Desert Storm), as small number of Mirage 2000Cs also saw action in that theatre. 14 aircraft from EC 5 were transferred to Al Ahsa, from where they operated as from December 12 1990, escorting Jaguars and F-1CRs into the battle zone.

Exports

Initially believed to be a worthy successor to the Mirage III in its foreign sales potential, the Mirage 2000 has found the world market filled with more

competitors than its predecessor had ever faced. Its main drawback was, of course, its high cost, especially when compared to other market contenders such as the MiG-29 Fulcrum, F-16 Fighting Falcon (which was taken on by a large number of potential customers) and the F/A-18 Hornet.

Initial interest was expressed by Egypt early during the Mirage 2000's development, with an order being awarded to Dassault in 1981. This country found itself in difficulty with the funding for their purchase and this had to be postponed. The first foreign country to receive the new Mirage was India, which had ordered 42 single-seat 2000Hs and seven two-seat 2000THs. The Varja, as the aircraft became known in Indian Air Force service, formed No 1 'Tigers'

Squadron and No 7 'Battle Axes' Squadron.

Originally, these were powered by the earlier M53-5 powerplant, which was later exchanged for the standard M53-P2. Plans were already at hand to produce some 110 further examples under licence, with the first 40 machines being assembled from components supplied by Dassault. Service experience was not exactly elating, bringing licence production or any further procurement of Mirage 2000s to an end, especially when the MiG-29 became available for export.

Eventually Egypt received its single-seat 2000EMs and two-seat BMs. Other countries followed, including Peru (2000P and 2000DP, single-seat and two-seat respectively), Greece (2000EG/BG, which serve with No 331 and 332 Squadrons, capable of launching Exocet anti-ship missiles), and Abu Dhabi (2000EAD/DAD). The latter became the only country to operate a specialised reconnaissance version, the 2000RAD, of which it purchased eight examples.

A New Generation

In the early '90s Dassault embarked upon a new generation of '2000s' as a private venture, mainly intended as an improved export version, since the French military seemed uninterested in the project. The 2000-5 received a hefty avionics upgrade including a fully-automated ICMS Mk.2, with the first machine (a two-seater) flying for the first time on April 27, 1991. For some reason the Armée de l'Air suddenly took notice of the changes taking place and funded the conversion of 37 existing airframes to 2000-5F standard, with the last example being delivered to the Service at the end of 1997.

First foreign buyer turned out to be Taiwan which purchased 60 2000-5s. Of these, 48 were single-seat 2000-5EIs optimised for air defence duties, and 12 two-seaters designated 2000-5DI. One of these (2051) was the first export 'Dash-5' to fly in October of 1995. Next in line was

Qatar, with an order for 12 examples (nine single-seat 2000-5EDA, and three two-seat 2000-5DDA), the first of which was handed over on September 8, 1997.

Abu Dhabi ordered 30 new 'Dash-5' machines toward the end of 1997, while it also expressed its desire to upgrade all 33 previously purchased 2000s to this standard. In actual fact, this country specified that its requirements were mainly centred around a long-range attack version which required extensive modifications, and which became known as the 2000-9. Eventually, it was redesignated Mirage 2000-5 Mk.II.

Since most modifications were internal, except for the odd antennae here and there, the Mirage 2000 becomes an easy model to build in any version. With Dassault's ingenious flair for extending the life of its products, one wouldn't be surprised if there were to be future developments with a machine which, though externally still bears signs of the '50s, is as capable now as any of its predecessors. Defence costs today are certainly not what they used to be half a century ago. So, in all probability, the Mirage 2000 will be around for quite some time into the future.

Richard J. Caruana



Dassault Mirage 2000



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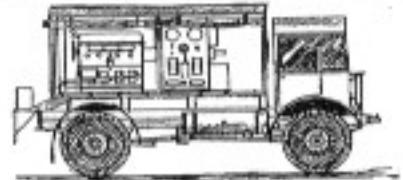


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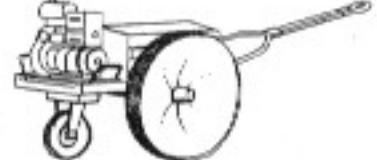
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Kits

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Manufacturer	Type	Kit No.	Subject	Availability	Remarks
Heller	IM	79907	Mirage 2000-5F	CA	Also available in 'Plus Pack' with paints, glue etc.



Italeri - Mirage 2000D

Heller - Mirage 2000-5F

1/72nd Scale

Airfix	IM	3061	Mirage 2000	CA	-
Bilek	IM	1014	Mirage 2000C	OP	-
Heller	IM	80303	Mirage 2000C	NA	-
Heller	IM	80322	Mirage 2000B	CA	-
Heller	IM	80321	Mirage 2000N	CA	Also available in 'Plus Pack' with paints, glue etc.

Italeri	IM	012	Mirage 2000C	CA	-
Italeri	IM	023	Mirage 2000D	CA	-

1/48th Scale

Airfix	IM	7103	Mirage 2000B	OP	-
ESCI	IM	4035	Mirage 2000	OP	-
ESCI	IM	94074	Mirage 2000C	CA	-
Heller	IM	80424	Mirage 2000N	CA	-
Heller	IM	80426	Mirage 2000C	CA	-
Heller	IM	60424	Mirage 2000N	CA	Also available in 'Plus Pack' with paints, glue etc.

Monogram	IM	85-5446	Mirage 2000 (prototype)	OP	-
Monogram	IM	85-5446	Mirage 2000 with Exocet	OP	Modification of above kit



Heller - Mirage 2000B



Heller - Mirage 2000C



Italeri - Mirage 2000C



Airfix - Mirage 2000



Airfix - Mirage 2000



Heller - Mirage 2000N



Heller - Mirage 2000N



ESCI - Mirage 2000C

Decals

1/72nd Scale

Manufacturer	Product No.	Subject	Availability	Remarks
Albatros Modelworks	72002	Mirage 2000P/DP	CA	Peruvian Air Force
Astra Decals	7210	Mirage 2000	CA	Any Esc.01/012 (French Air Force) aircraft
Aztec	7205	Mirage 2000D/DP	CA	Peruvian Air Force
Carpena	72054	Mirage 2000	CA	French and Indian Air Force (single & twin-seat)
Carpena	72055	Mirage 2000	CA	Greek & French Air Force (6 options)
Hi-Decal	016	Mirage 2000C, N & P	CA	French & Peruvian Air Force (5 options)

Manufacturer	Product No.	Subject	Availability	Remarks
Astra Decals	4810	Mirage 2000	CA	Any Esc.01/012 (French Air Force) aircraft
Albatros Modelworks	48002	Mirage 2000P/DP	CA	Peruvian Air Force
Aztec	4805	Mirage 2000D/DP	CA	Peruvian Air Force
Carpena	48028	Mirage 2000	CA	French Air Force (5 options)
FCM	4801	Mirage 2000	CA	Peruvian Air Force
Model Art Decal System	4801	Mirage 2000C	CA	French Air Force [inc Ec1/5 anniversary a/c] (3 options)
Tiger Wings	42001	Mirage 2000-5	CA	Republic of China Air Force (single & twin-seat)

Accessories

1/72nd Scale

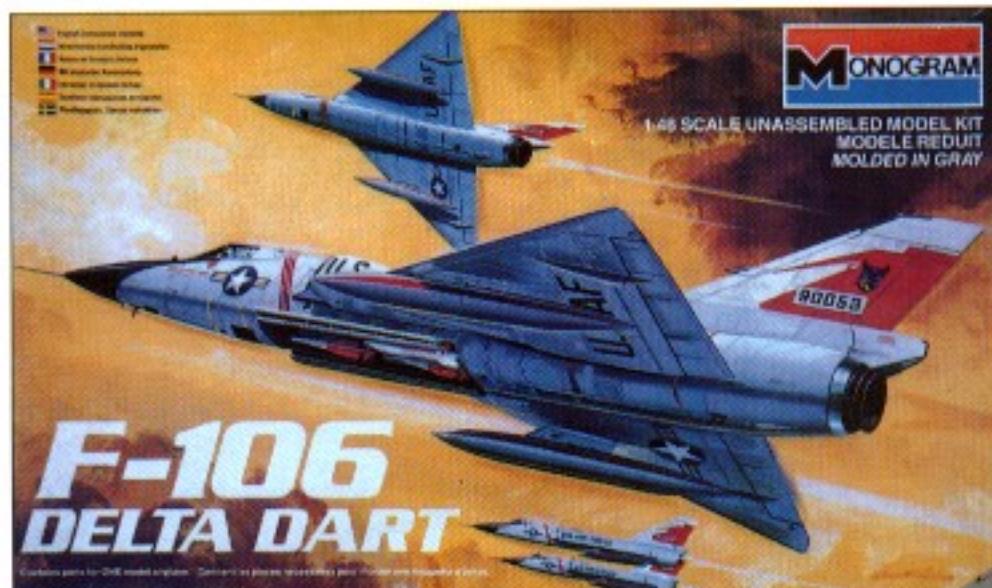
Manufacturer	Type	Product No.	Subject	Availability	Remarks
Aeroclub	WM	EJ011	Martin Baker Mk 10B Ejection Seat	CA	
Hi-Tech	R	72503	Martin Baker Mk 10 Ejection Seat	CA	
Pavla	R	72227	Martin Baker Mk 10L Ejection Seat	CA	
Reheat	EB	RH063	Mirage 2000C-N	CA	Detail set for Italeri kits

1/48th Scale

Manufacturer	Type	Product No.	Subject	Availability	Remarks
Aeroclub	WM	EJ408	Martin Baker Mk 10B Ejection Seat	CA	
Eduard	EB	48-102	Mirage 2000	CA	Detail set for Heller kits

Key

CA	Currently Available
EB	Etched Brass
IM	Injection Moulded Plastic (inc Limited-run)
OP	Out of Production
R	Resin
VF	Vac-formed Plastic
WM	White Metal (inc Pewter)



by S J Corvi

delta dart

Last of the Century Series

History

The F-106 Dart was the fruition of Convair's research and development of the delta wing in the late 1950s. It was the successor of the previous Convair effort, the F-102 Delta Dagger. Problems plagued the YF-106 programme such as delays in the powerplant (the original powerplant being the Wright J67 later substituted with the Pratt & Whitney J75-P-9 turbojet) and glitches in the Hughes MA-1 fire control system. The first delivery of the F-106A was to the 498th Fighter Intercept Squadron at Geiger Air Force base, Washington State in October 1959. The final variant of the Pratt and Whitney powerplant employed in the Dart was the J75-P-17 turbojet producing 24,500 lb.s.t. In spite of these earlier problems the Dart prevailed and represented the ideal characteristics of the supersonic all-weather interceptor for the United States Air Force. The Dart was the preferred

mount of American Air Defense and Air National Guard units in the United States Air Force.

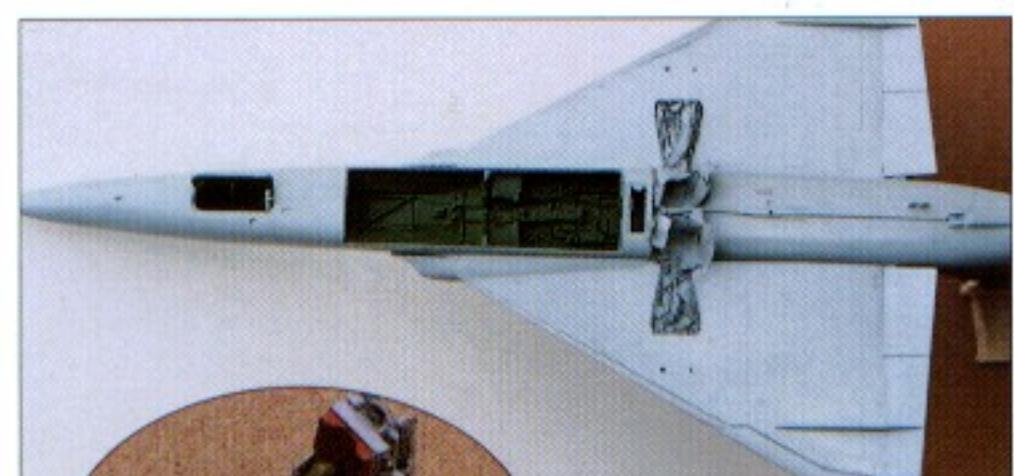
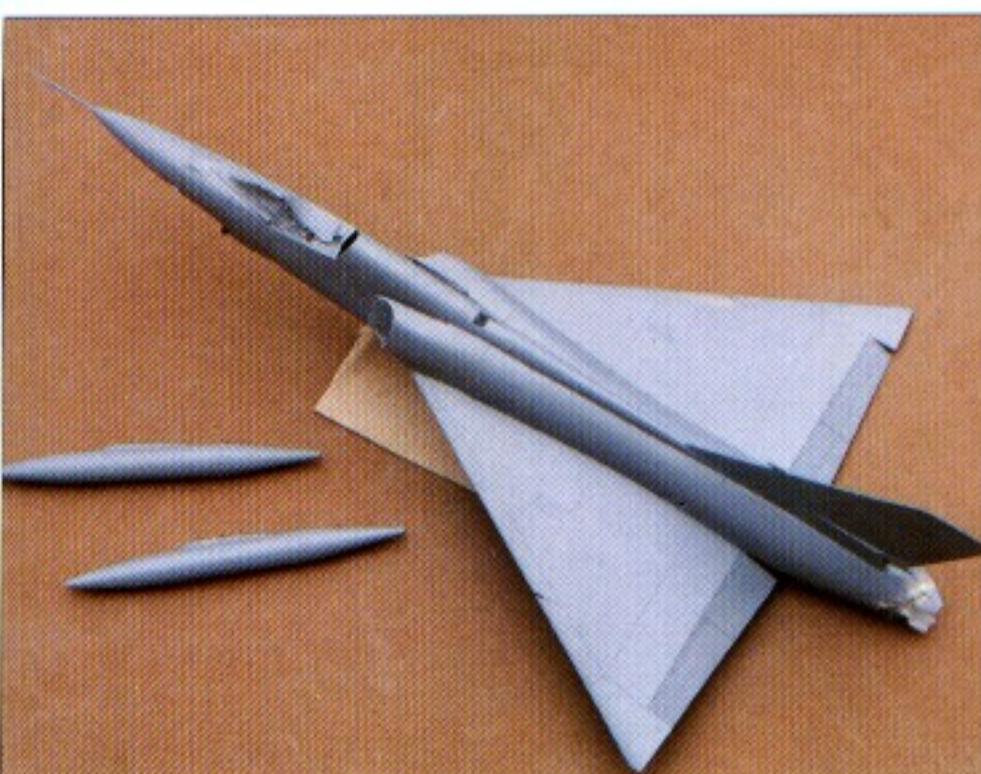
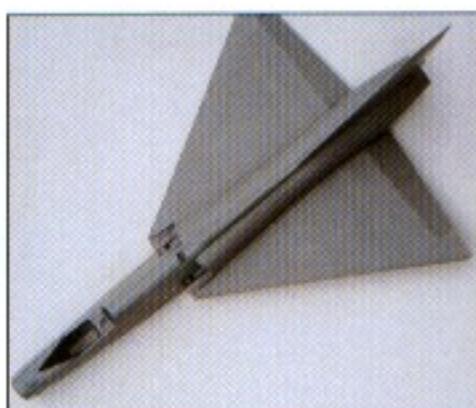
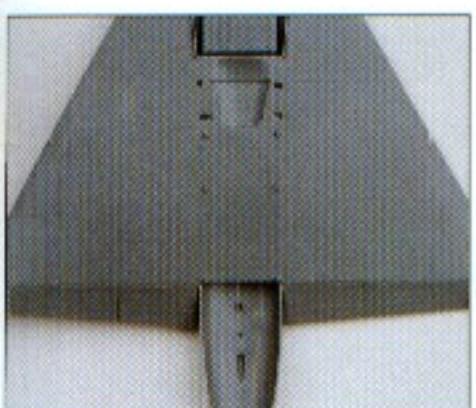
The 177th New Jersey Air National Guard was the last unit to disband the

F-106 in 1988. This marked three decades of faithful service in which not a single shot was fired in anger and also the closing of a remarkable era in aircraft development, the Century Series.



The Kit

I chose to construct the 101st Massachusetts Air National guard unit mount 72503 stationed at Otis Air Force base Cape Cod, Massachusetts (circa mid 1970s). In 1/48th scale, Monogram (kit #5809 or 5828) is the only choice. I also used figures from Hasegawa US Groundcrew Set: B (X48-5). The decal sheet came from Bare-Metal Experts Choice (48-6) offering an F-106A of the 102nd Fighter Intercept Wing, 101st Fighter Intercept Squadron. The major flaw with the kit was the raised panel lines which were sanded down and rescribed. Otherwise, the Monogram kit builds into an excellent model. The three details sets that this author is aware of are from D B Productions, which consisted of an F-106B conversion set and ejection seat set and two F-106B conversions from Airwaves and Falcon Industries. These sets are few and far between and since I



References

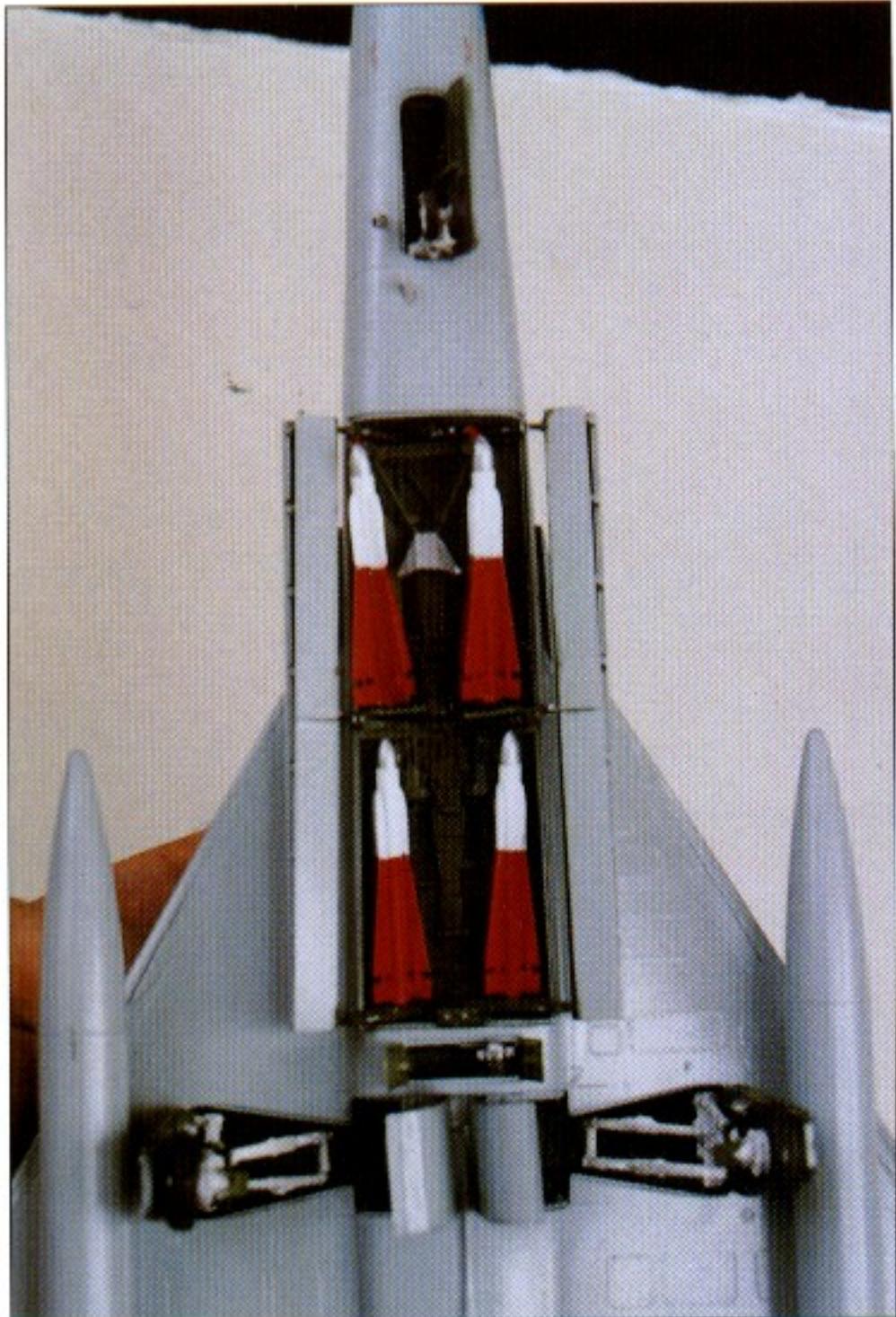
Air Intelligence: 1/48 Aircraft Modeler's Guide 1998 by Michael Benolki, TacAir Publications; Albuquerque, NM, 1998.

The Encyclopedia of World Air Power by Bill Gunston (ed.), Crescent Books, New York, 1980.

The Illustrated History of Fighters, Exeter Books; New York, 1981.

Colors and Markings of the F-106 Delta Dart, Vol. 1. by Burt Kinzey, Kalmbach Books; Milwaukee, MN, 1984.

F-106 Delta Dart in Detail and Scale Vol. 13 by Burt Kinzey, Kalmbach Books, Milwaukee, MN, 1984



was not interested in the B model I did not pursue them. Maybe our readers could shed some light on the availability of these products.

Construction & Rescribing

My first task was to sand down all the raised panel lines and rescribe them. This was a tedious and painstaking process, but it paid dividends in the end. The wing surfaces, being large and flat, are rather easy to rescribe; the fuselage is always

the hardest. I used the Eduard templates, oblongs, circles and straight lines, which help immensely. This was my first project where I rescribed the panel lines and now it is a required procedure on all my old Monogram kits (since they seem to be the only company that produced and produces some of the aircraft I desire with excellent details).

I have a secret to impart to the readers who wish to endeavour to attempt a rescribing job. After you rescribe the lines,

scrub the whole kit down with a household powder abrasive (such as Comet or Ajax cleanser) and an old toothbrush. This seems to clear all residue from the new panel lines. It worked wonders for my Dart.

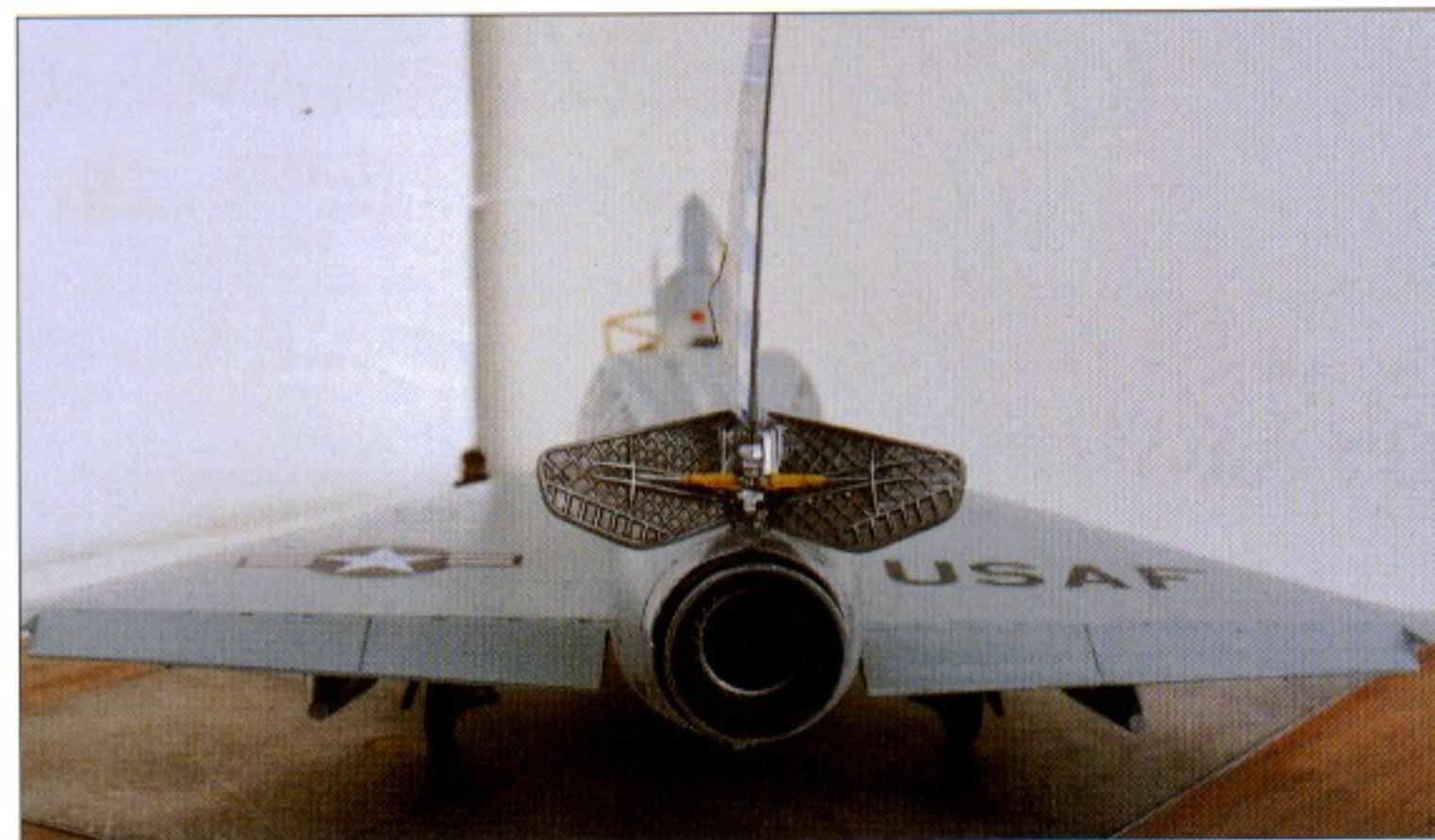
Construction began with the cockpit which I painted grey and then picked out all details with the appropriate colours. I dry brushed and picked out details on the ejection seat with Testors enamels (Steel and Black). The fuselage and wing

assembly went together rather well with just a small amount of filler. All gaps were tended to and I proceeded to prime the whole aircraft with a new primer that has endeared itself to me as Halford's Acrylic primer has to my brother builders in the Mother Country. It is SEM Flexible Primer Surfacer used on automobiles, especially urethane, plastic and fibreglass surfaces. It cures in 30 minutes and is a flexible and sandable surface that accepts all paints, including acrylics, enamels and lacquers. I was able to buff this primed surface to a reasonably high sheen to prepare it for painting.

Painting and Markings

The whole aircraft was airbrushed in Aircraft Grey (FS 16473) Testors enamel. This is the first project on which I used my new airbrush, the Iwata Eclipse HP-BCS. This airbrush is far superior to Badger or Paasche models which I previously owned and is about the same price (\$95.00 or £59 Sterling). This is a product that I can highly recommend to all the readers. Easy to use and clean and it is capable of making a fine pencil line with all mediums.

The airframe was allowed to cure overnight and I proceeded to mask the nose area and painted it with Flat & Gloss black. The Undercarriage wheel wells and missile bay were painted with Medium Green and drybrushed with Olive Drab and Interior Grey to bring out details. The airframe was then masked out with tape



and tissue paper in the wheel wells, cockpit and nose area. The whole aircraft and wing tanks were coated with Testors Lacquer Gloss which seems to dry on contact. The model was then allowed to dry and cure overnight.

The decals were applied with Micro-set on the Airframe and wing tanks. These decals adhered well and did not cause any problems. The original Monogram decals, which included the stencilling were also rather good, in spite of their age. I goofed and forgot to include the bare metal intakes and exhausts. No problem, my trusty Iwata airbrush to the rescue. I used one sheet of low tack tape (blue plaid Scotch Tape) around the intake and exhaust, and sprayed over the area with Floquil acrylic Bright Silver (501990). The Iwata performed admirably with a narrow stream of paint which was easy to control and spray and I did not have to clean up any overspray - Hurray!

Canopy, Cockpit & Detail Parts

The detail parts were attached at this final stage of construction. The canopy frame was painted along with the rest of the airframe and now the clear parts were attached. The windscreens fitted rather well to the fuselage without filler or white glue and the frame also fitted well with its clear part. The interior of the canopy was painted flat black and grey. It was then attached to the fuselage which was a perfect fit - way to go Monogram!

The missile bay was now assembled



with no problems and the AIM4 Hughes Falcon missiles were put inside the bay after painting (body, Flat Red and Insignia White with a stainless steel tip). I decided to omit the Douglas AIR-2A nuclear-tipped Genie missiles in the bay since the Air National Guard units rarely employed nuclear ordnance. I found on some aircraft that the missile ejector was sometimes grey so I painted it accordingly. The gear struts were painted flat white along with the wheel hubs. I then dry brushed a wash of light grey over

the struts and hubs. The model being complete, I turned my attention to the base and accessories.

Accessories

I used figures from the Hasegawa US groundcrew set and modified the pilot figure from the Monogram kit. I admit I used a slightly unrealistic pose for the ground crew personnel working on the tail brake assembly, but it looked so good, sorry. I also used the excellent Reheat Remove Before Flight tag set on various appropriate areas of the aircraft. The ladder came from my Monogram Pro-Modeller F-102 Delta Dagger kit which I plan to do later on. The tarmac was from the Verlinden 1/48th scale cardboard set.

Summary

This concludes a rather enjoyable kit and a good project to cut your teeth on for rescribing new panel lines. The F-106 was

an aircraft that I have had some personal experience with and it's the plane that marks the end of the Century series which contrasts well with the F-101A project I previously worked on for SAM 1. The finished model is rather impressive in size and is remarkably accurate down to the airbrake assembly and nose gear wheel well. The Dart represents some of Convair's best design concepts in contrast to the innovative, but failed B.58 and B.36 projects. Speaking of B.58 Hustlers, I have a 1/72nd (bombers are the only subjects in which I will stray from my beloved scale 1/48th) scale Testors kit hanging around I would like to do; perhaps this may be a future project. Contrary to my obvious interest and bias to kerosene burners, I do also enjoy World War One and World War Two aircraft, especially British subjects.

Steven J. Coroi

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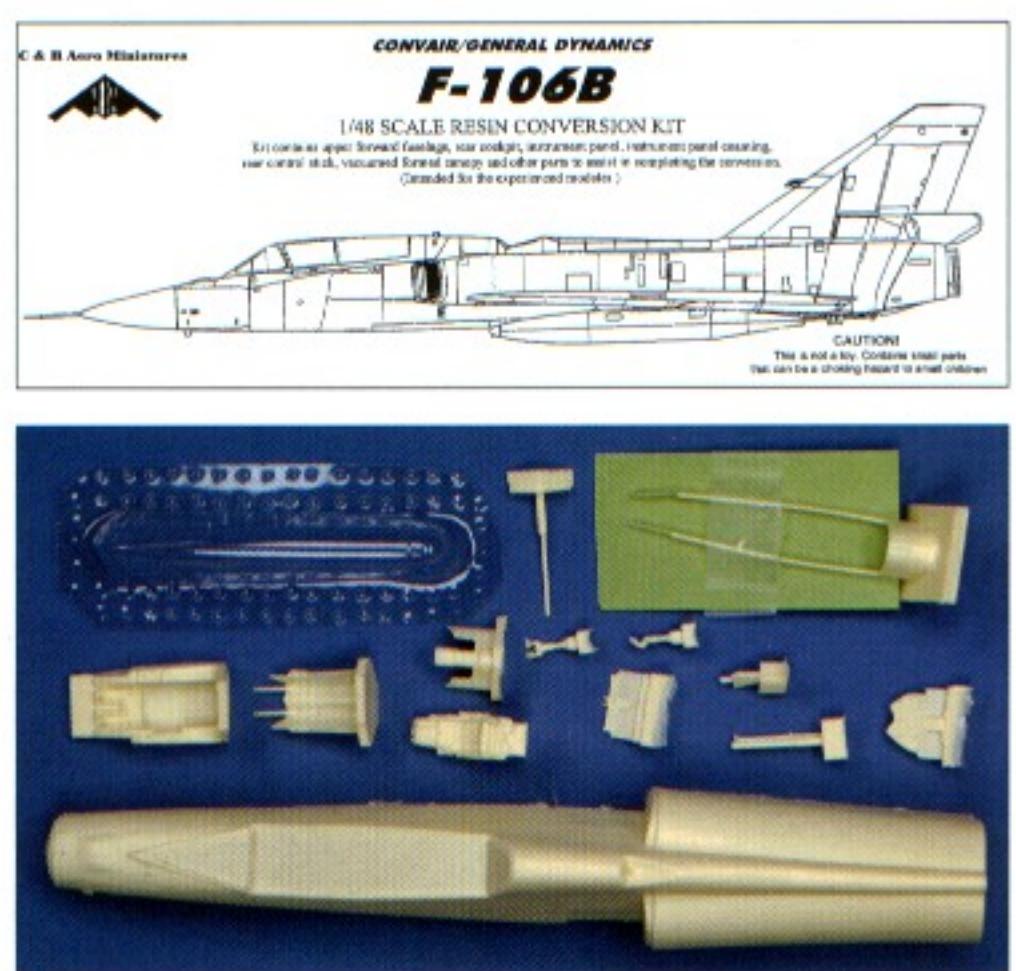
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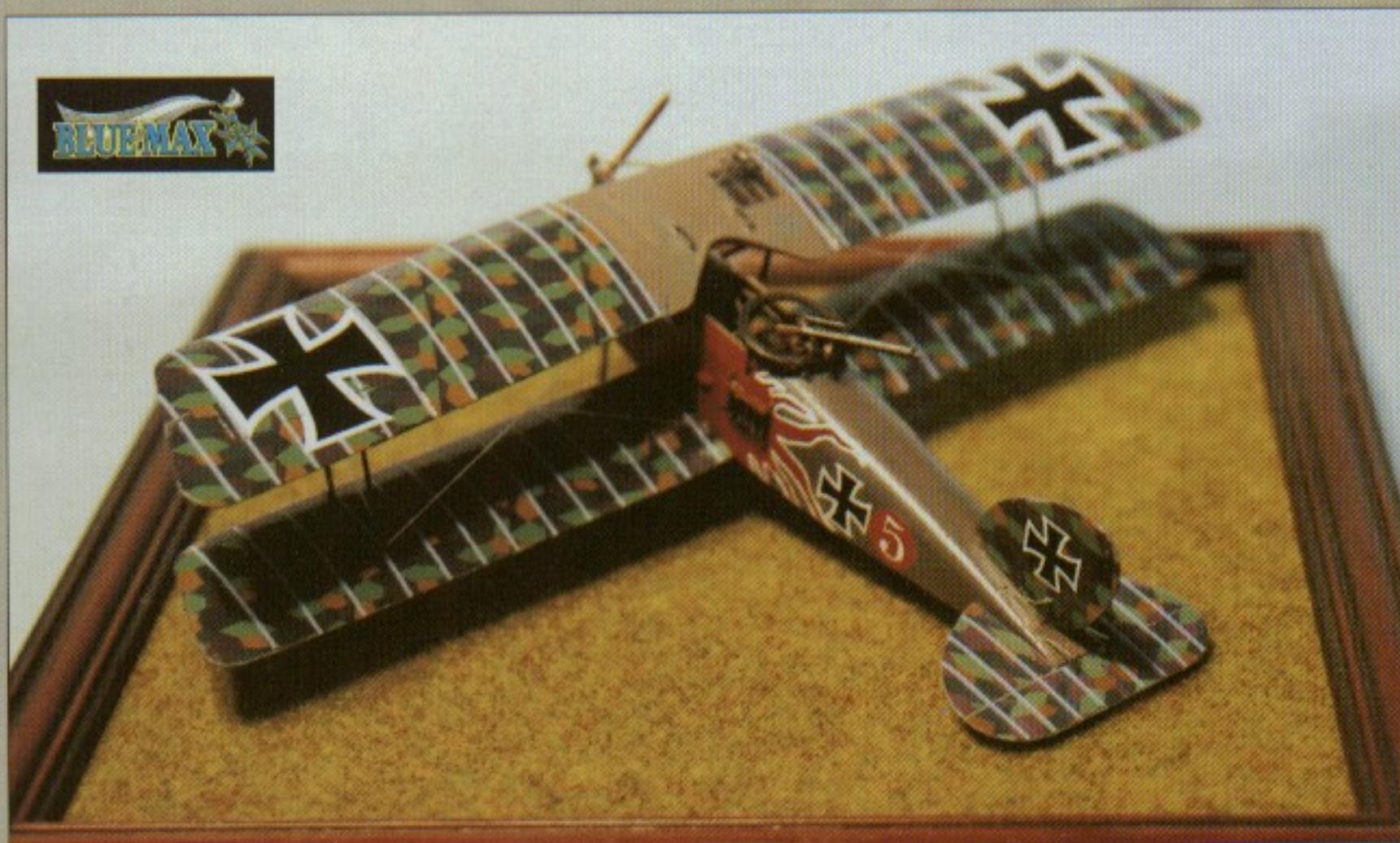
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World War One Wings – No.6

Halberstadt Cl.II

by Rod Holland



It is with the ground-attack aircraft of WW1 that on this occasion my interest rests. One of those that stands out is the Halberstadt CL.II; designed to provide a nimble two-seat escort fighter and equal to the Albatros D.III it could prove to be a bit of a handful for an Allied pilot to take on. With a fixed forward firing Spandau machine gun (there was talk of two being fitted but it's never been confirmed) and a mounted Parabellum MG on a high gun ring that gave an excellent field of fire. It was well liked by its crews and together with its descendants the CL.IIV and the Hannover CL.IIIa it survived through to the end of the war. I have spoken to a Chelsea Pensioner who had been on the receiving end of this aircraft's activities and he commented on being strafed and grenade'd from the air when 'up the line' (i.e. in the trenches), not a pleasant experience.

The Kit

Apart from my thing about seaplanes and flying boats, I also have a penchant for two-seaters, so I was highly delighted when I was passed a sample of Blue Max's latest creation, the Halberstadt CL.II in 1/48th scale. Ever since Chris Gannon introduced this series of 1/48th scale kits to his range, I have been pleased to add each one to my collection and each model has been just that little bit better than the one previously. With this one though I am most impressed, as the mouldings are by far his best yet. Just take a look at the centre section on the upper



wing. Terrific! Checking against my drawings it comes up very well. The wings have nice thin trailing edges and

those of the lower wing swept up to join the fuselage. The packaging has some beautiful box art by Paul Monteagle depicting an aircraft of Schlasta 26b (one of the kit's decal options, and the one that I chose). A total of 26 injection moulded plastic parts and 29 pewter components make up this kit. Of the pewter

components there are ten small 2kg Fliegermaus bombs to fit to the fuselage mounted racks, and the model contents are completed with some plastic strut, a set of instructions and the decals.

Technical Data

Manufacturer:	Blue Max
Scale:	1/48th
Price:	£21.99
Panel Lines:	Recessed ✓
Status:	New Tooling ✓
Type:	Limited Run Injection Moulded Plastic & White Metal
Parts:	Plastic 26, Metal 29
Options:	2 styles of exhaust
Decal Options:	2
Manufacturer:	Blue Max, Lancaster House, P.O. Box 50, Whitstable, Kent CT5 2UX Tel: 01277 277569

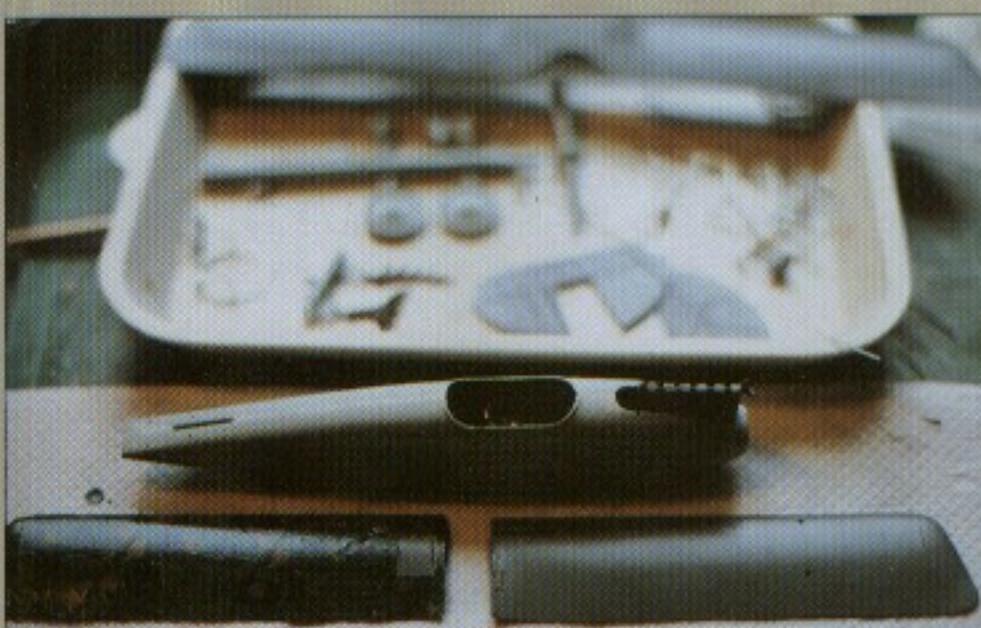
Apart from the first option that I have already mentioned, the other option offered in this kit is a CL.II flown by Korporal Fergerker and Feldwebel Tanzen of Schlasta 12 in 1918.

Construction

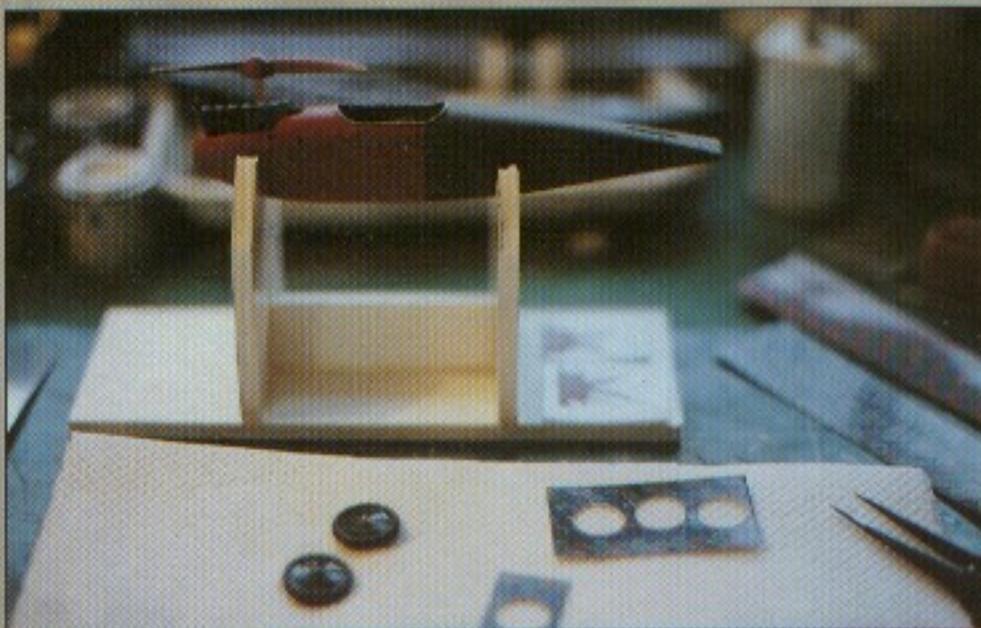
And off we go! Making a start on the fuselage Blue Max supply pewter castings to construct the interior framework and its attachments, including some nicely cast leather cases and pouches. The whole interior was painted a mucky grey/green



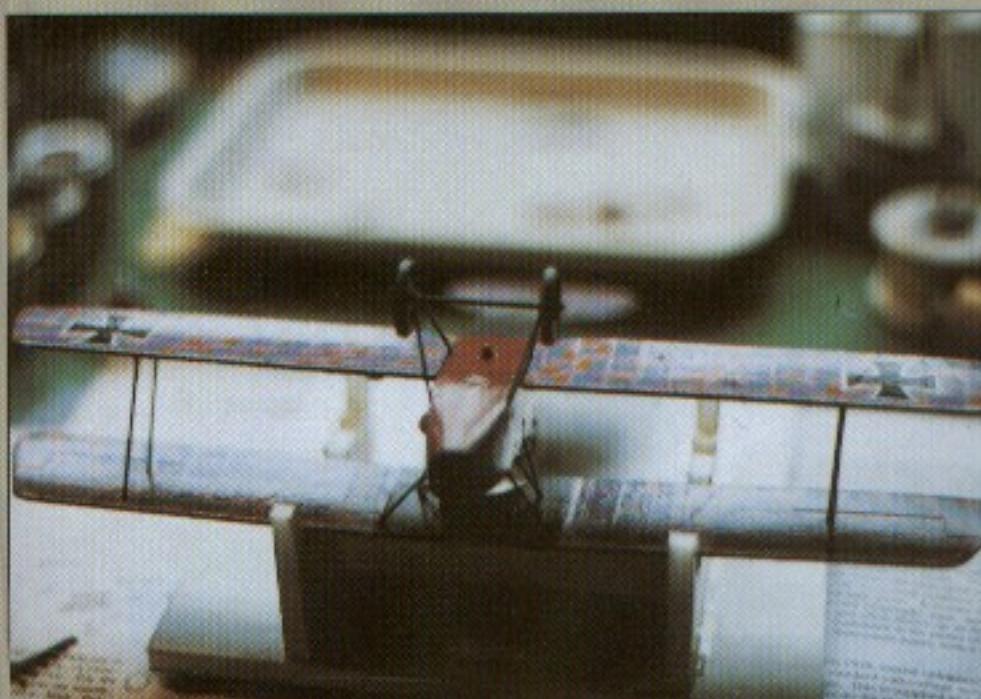
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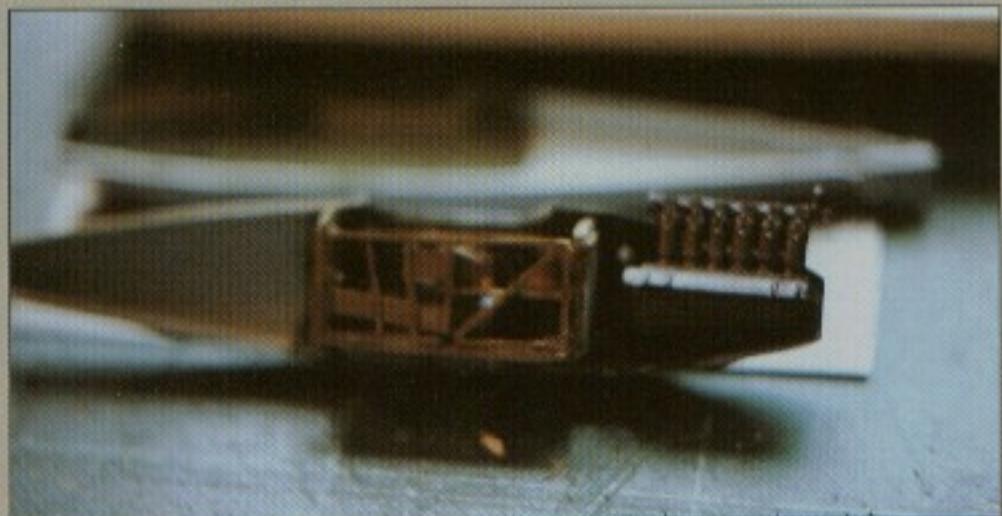
Lazengen five-colour decals being applied to the wings. Note the roomy cockpit



Fuselage painted awaiting flame decal. The lozenges for the wheel covers were cut with a compass cutter



Undercarriage caused no problems once the axle lengths had been sorted out



Interior and engine installed



The beautiful upper wing awaiting decals. The wings and floats in hex camouflage above art.



Fuselage markings completed. Note the forward firing Spandau gun ring. Now installed



Port wing about to be fixed. Note compass and walkway

and the framework a contrasting wood brown. A decal is provided for the instruments to which I added brass bezels to give them some depth, I also added seat belts when mounting the pilot's seat on top of the fuel tank. I have a feeling that in the actual aircraft, sitting on top of a tankful of explosive fuel at low level in a ground-attack aircraft must have had a tendency to concentrate the mind. Getting back to the model, I found that I needed to reduce the width of the framework insert slightly so that I was able to bring the fuselage halves together, once this was done with the assistance of a little filler, I had no further major problems.

I was pleased to note the introduction of a small tab to assist in mounting the lower wing, as this is much better than the butt mounting joint from previous models. I still drilled and fitted brass wire to act as a main spar though.

Decalling (already!)

Of course choosing the Schlasta 26b aircraft I had let myself in for a major decalling exercise and for convenience the majority of this is done before final assembly. The upper and lower mainplanes and tail assembly are covered in five-colour lozenge fabric. The national

markings and part of the flame decoration associated with Schlasta 26b are also provided as decals in the kit. One has to paint the forward part of the fuselage red then apply the flame decal; this is easier than it sounds. Five-colour lozenge decals are available from Blue Max; both upper and lower colours together with the appropriate tapes at £7.95 a sheet and you get enough to cover at least two aircraft. These are some of the best decals that I have used. They are nice and thin with dense colours, take to compound curves well and I have not found it necessary to use solvents and softening agents. I am pleased to say that they are increasing the range available all the time.

Painting

As on the actual aircraft the centre section of the upper wing and rear fuselage were painted. This was a combination of colours applied in a stipple and referred to as a 'scumble'. As usual I constantly referred to my references, the main one being the Datafile No.27 Halberstadt CL.II by P.M. Grosz published by Albatros Productions. On examining the colour profile of the aircraft I thought that I might be able to get away with using just two colours. After masking off the forward part of the



Undercarriage caused no problems once the axle lengths had been sorted out

fuselage and the centre section I applied a coat of Humbrol No.26 (Matt Khaki) and when this was dry I then applied a coat of Humbrol No.79 (Matt Blue Grey), stippling it on with a small piece of sponge. I'm happy to say this worked. When all this was dry, I painted the aircraft's nose with a mix of Humbrol No.133 (Satin Brown) and Humbrol No.153 (Matt Insignia Red) in equal amounts. When dry, the flame decal was applied and touched in with the same colour. There are a couple of fairings on the sprue that also need to be painted at this time as it is sometimes difficult to get an exact colour match later with mixed paints.

Back to the Decals!

The lozenge decals were applied to the wings at a 45° angle, except the ailerons to which they were applied spanwise. The wing tapes were then applied and went on beautifully. A fairly long job but well worth it! The wheel covers were cut from the decal sheet using an Olfa Compass Cutter. I find this tool very useful and recommend them highly. (available at good stationers).

Construction Again!



What I like to call a pretty aeroplane!

Actual construction was fairly straightforward although the assembly drawing shows the approximate location of components, and whilst some are no problem, for others the use of the Datafile and a series of check fits are recommended before applying the superglue! When tackling the wings to fuselage, the rear cabane struts are provided as a pewter casting. The forward cabane struts and interplane struts can be made from the plastic airfoil section provided, but I chose to use brass, and after priming, these were given a coat of Humbrol No.30 (Matt Dark Green). Note: on the port lower wing the compass, which I fitted with a dial from a decal and tidied it up with a brass bezel.

With the wings and tail assembled, it was time to look at the undercarriage. This is shown in the instructions as three equal length pieces of rod, however, when checking the Datafile I found that the main axle is longer and thicker than the two supporting rods. Once again plastic rod is supplied but I chose to use brass and it was also painted in Matt Dark Green.

Detail Parts

Now it was just a matter of fitting the odds and ends: the gun ring and the neat Parabellum MG, the pipe from the upper wing radiator to the engine was bent from brass rod, and lastly, the radiator header tank was fitted. I still needed to rig the aircraft and used Aeroclub rigging material. This task was no problem using a fine drill for the location points and superglue to fix it in place. The whole job only took a couple of hours and, lo and behold, another one for the collection!

Conclusion

As I said earlier, I think this kit is the best yet from Blue Max. OK so there were a couple of small problems, but these were outweighed by the quality of the kit and the entertainment in putting it together. Another niche filled in the history of WWI aviation and to my mind, excellent value at £24.99 and highly recommended.

My thanks to Blue Max for the sample and the decals.

Rod Holland

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The Phantom 'Menace'*

**McDonnell Douglas F-4J (UK)
Phantom II in RAF service**

by Bill Clark



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Introduction

Following the Falklands conflict, The RAF dispatched a squadron (this later redesignated as a Flight), of Phantom FGR2s to the South Atlantic. This left the home defenses somewhat short of resources. To compound matters further, the Tornado Air Defence variant (ADV) was a few years off yet, so a batch of 15, (almost) off-the-shelf F-4Js were ordered from America. This was, as was commented upon at the time, something that the RAF should have had a decade and a half earlier! What was strange was the short length of time that these 15 aircraft served with the RAF. Just four years before being replaced by FGR2s. The problem wasn't so much in the

aircraft itself, it was, probably, the best fighter the RAF possessed at the time, (and since!) the problem was the incompatibility of the F-4Js to the FG.1s and FGR.2s.

The aircraft were never officially known as 'E.3s' despite some claims, the lengthy and tongue-twisting F-4J(UK) was their title right through to their withdrawal, when No. 74 Sqn replaced their mounts with FGR.2s from the disbanded 23 & 29 Squadrons.

Despite the short service in the RAF the F-4Js played their full part in their role, and shared Quick Reaction Alert (QRA) with No. 56 Sqn., at RAF Wattisham as part of the Southern QRA.

Some of these machines survive in

various states with one being re-painted in its previous USN guise at IWM Duxford, others in less pristine condition are to be found scattered around the country.

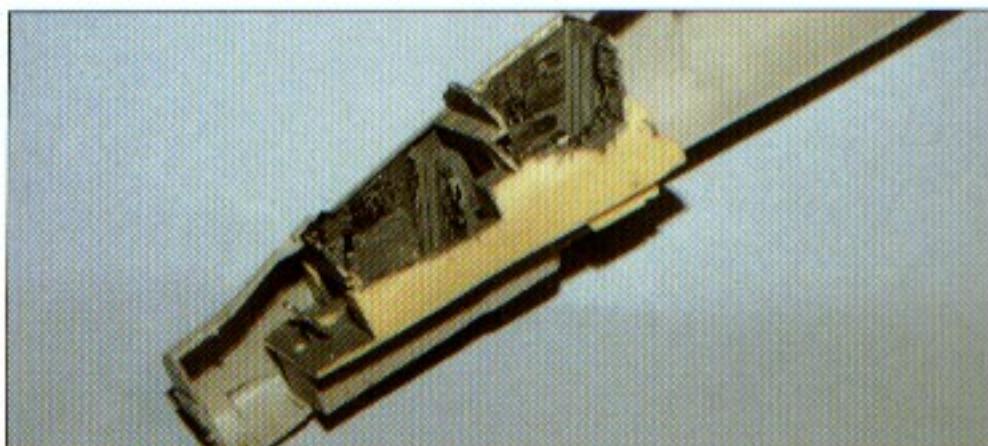
The Model

Hasegawa's series of Phantoms are rightly classed (by me anyway!) as plastic classics. The release of the 'Show-time 100 F-4J' prompted me to get started, something that I had planned much earlier, however the major stumbling block was suitable decals, Scalemaster's sheet on No. 74 Sqn., was as rare as rocking horse manure, and I busily collected any decals, in any scale to do with the Tiger Squadron, in the hope that

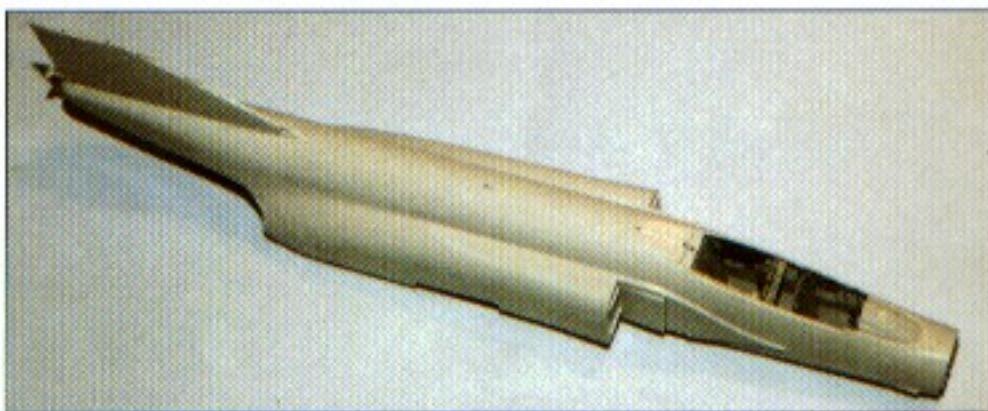


KMC's superb resin and brass set

one day I would have enough and manage to cobble something, semi-accurate together. Well, thanks to Yellowhammer all of that effort was happily in vain! I hurriedly purchased their offering and was not disappointed. I also had in stock, KMC's (now, sadly out of production)



A fair amount of resin required removing to obtain a good fit



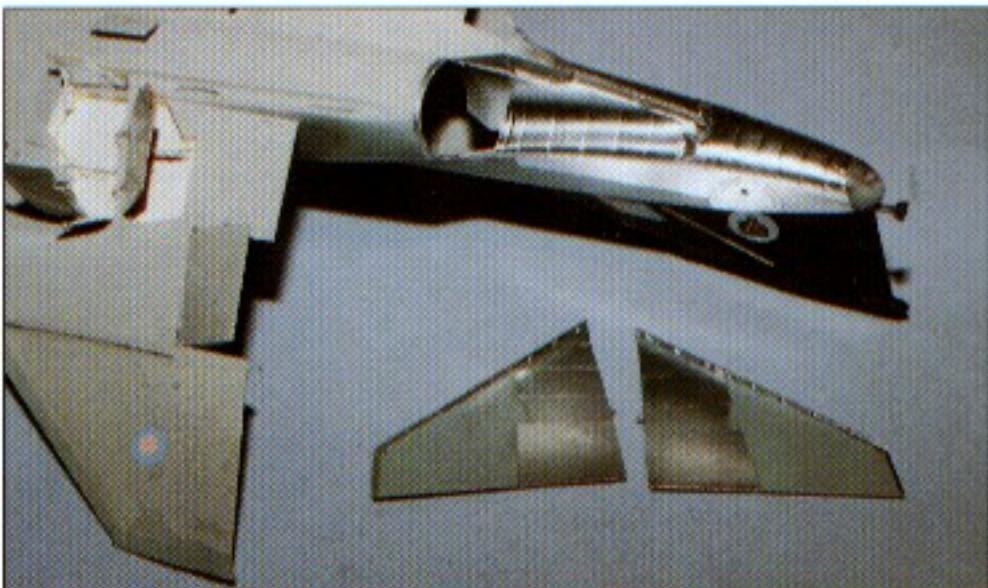
Construction of Hasegawa's F-4s are fairly quick...



...the wings have been added



KMC's brass canopy sills added



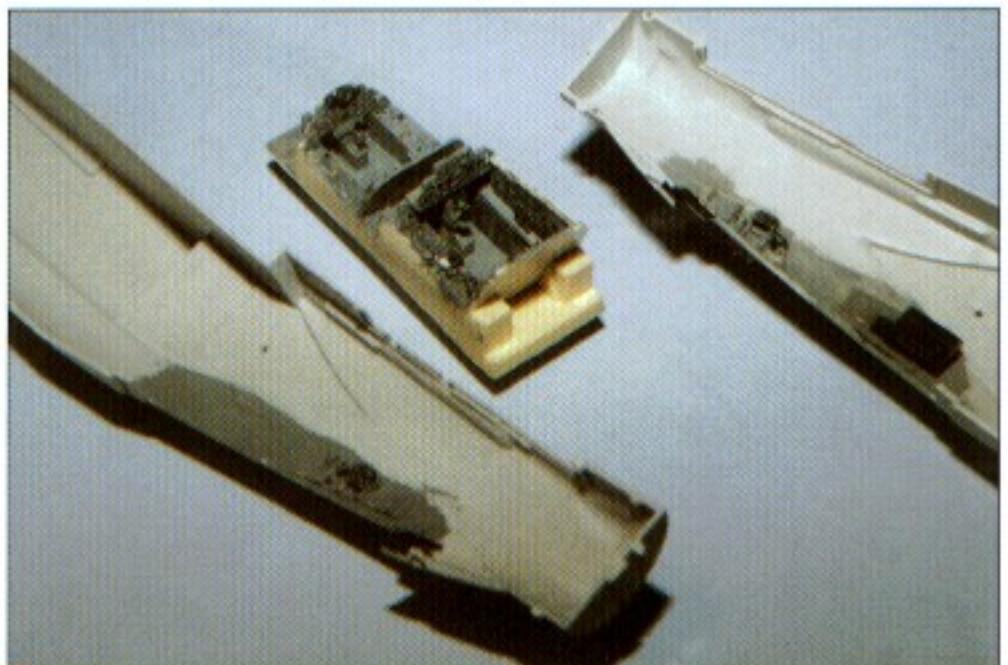
Tin-foil was then used to represent the 'Natural metal' areas

superb resin and brass detail set (thanks to that nice Mr. Franks, for answering my begging letter many years ago for SAMI's review set) so it was on to the work bench.

Construction Fuselage

In time-honoured fashion, work commenced on KMC's cockpit. The detail included in this is really superb (that's twice I've used this adjective and I'm still on page one - but you just run out of them after a while!), unfortunately my photographic skills do not do this set justice. A large moulding block requires removal from the underneath of this part, and this was achieved with my razor saw.

Unfortunately I managed to saw through the cockpit floor, but the insertion of a rectangle of thin plastic card rectified this. Most of the KMC parts are direct replacements for the Hasegawa parts, but include greater detail. With the cockpit tub painted (in a Medium Grey, with dials and knobs picked out with a dry brushing of white) it was time to fit it to the wheel well bay. With this secure I encountered my first little bit of trouble. I must have misjudged the amount of resin to be removed, as I just couldn't get the tub to fit correctly in the fuselage nose. I pared away a lot of resin, including a fair amount from the rear bulkhead and eventually managed to get a reasonable



The 'tub' has been painted and is now ready to be added



On to the painting. First of all the white (Humbrol 130)...



...then the black (Humbrol 85)...



...followed by Neutral Grey (Xtracolor), and red inner faces of the air-brakes and FOD covers...



...now the fun part, the 'Flint Grey'

fit. At this stage a small rectangle of plastic card has to be inserted to house the Navigator's instrument panel.

When eventually happy with the fit, the other fuselage half was added and the brass overlay was then tested for fit. Unlike other brass sets, KMC's seem to be designed to bend rather than fold into place. Luckily the brass is malleable enough for this. The pre-painted rear

instrument panel was added as was some additional piping/cabling from heat stretched sprue and wire. The intakes were built (minus the intake ramps) and added, as was some filler! Is it me or is there an F-4 kit anywhere that doesn't have a problem in this area?

Wings

The wings were added and to add a little



Yellowhammer's decals are superbly well printed



The seats have been added as has the pilot's bone dome, ready for the next sortie...



A view of the same area on the finished model. The 'Danger Aircraft Armed' placard was built from plastic card and rod with computer generated text

interest the outer flaps were removed later and re-applied in the slightly lowered position. The inner surfaces of the exposed flaps had thin plastic card added to blank them off. The wing to fuselage joint was less than perfect! There are no positive locators present, and a smear of filler was added, but the area it was applied to was a devil to sand down. I should have used some tabs here as it would have saved my repair job later, after the paint had been applied, naturally, and I would therefore heartily recommend anyone building the kit to do so!

Out of the fifteen F-4Js delivered at least one did not feature the prominent RWR fairings on the intake, and that one was my chosen subject -ZE350. So there! I didn't forget to put them on!

Painting

Rarely does a model allow itself to be painted as soon as the F-4 (once the intake filler has been sanded down)! The cockpit coaming was added and painted, as was the central glazed area. These areas were masked off and the airbrush was out. The black of the fin was applied first and masked off. It was on to those greys!

The problem with the colours on the RAF F-4Js is well documented. The colours were applied in America using close approximations to the British Standard colours used on the existing fleet. The Medium Sea Grey on the inner wings was substituted by Neutral Grey (a very close match). The Light Aircraft Grey was substituted by Light Gull Grey (another good match). The problem was with the substitute for the Barley Grey!



A Head on view, showing the 'Zinc Chromate' primed leading edge slot and FOD covers. The 'Remove Before Flight' text came from a very old PP Aeroparts set

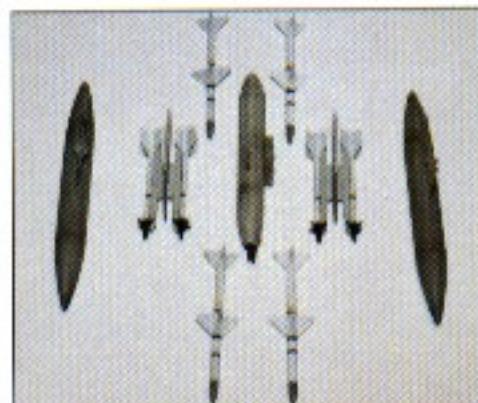


A view of the dirtied lower surfaces. I applied a little Zinc Chromate to areas where masking tape had peeled off the paint!

Many years ago I recall reading that Barley Grey itself (named after a Mr Barley at the MoD by the way, see what an Art 'A' level does, just how do people get these jobs?) was arrived at by adding 10% black to 90% Light Aircraft Grey. Obviously the Americans had not read this, because their version (also known as Flint Grey) looked like no other grey used by the RAF. In sunny cloudless conditions it appeared blue, and in overcast skies it appeared green.

Much speculation has been written as to why, and the commonly held belief was that the grey was thinly applied over a heavy application of yellow zinc chromate primer. This is feasible, but it doesn't explain why the other greys were not affected as much, surely the Light Gull and Neutral Grey's would appear blue or green as well? Anyway through the pages of this magazine I would now like to ask anyone in San Diego at the time.... please, please put us sad limeys out of our suffering, just what colour did you use??

My belief is that the reflective qualities of the glossy paint caused these variations in the hues, it simply reflected



Hasegawa provide a full compliment of under-wing stores in this kit, including Sidewinders, unlike some of their other F-4s

the colour of the sky.

My interpretation of the models colour was arrived at by studying as many colour photos as possible, not perfect, but as near as you can do without an actual lump of the aircraft! I used Barley Grey (Humbrol) and US Pale Blue 15415 (Xtracolor) in approximately 75:25 proportions and mixed a jar-full up. This captured the colour, fairly reasonably and just as important the semi-gloss sheen that these aircraft featured. Xtracolor Neutral Grey and Light Gull Grey were

used for the other two shades. Pictures of ZE350 show that at one stage the leading edge slat on the right wing had been painted in Zinc Chromate Primer, so, to relieve an otherwise very grey scheme I did the same. FOD covers were added to the intakes, these were resin items from KMC, that were lurking around in my spares box.

Decalling

Yellowhammers decals are gorgeous and supremely well printed. In the main they appear to be very accurate, however I am not totally convinced on their rendition of the serial numbers; these appear to be much too small. I eventually used Modeldecal's serials for the same aircraft, these are of course in 1/72nd scale, yet are larger than those on the 1/48th specialised sheet! These look better but I'm still not 100% convinced.

These aircraft didn't feature much in the way of stencilling, certainly when first delivered. Yellowhammer features the 'low-density' formation strips and rescue markings which just about sums up the total quite nicely.

Incidentally some of the 15 aircraft delivered to the RAF were subsequently painted in RAF standard colours, however I would dispute references in some publications as to the exact examples. It is apparent that some aircraft just had the radomes repainted, and I think that a give-away sign is whether the emergency ejector seat warning triangles are in grey or red, or if the serials are non-standard or standard. If it's the former, I think (remember, it's only my interpretation!).



The finished model on its base

that it's fairly safe to assume it's in American colours. If it's the latter, it's fairly safe to assume it's been repainted, although of course standard items could have been applied as a replacement for the non-standard items (I think they call this sitting on the fence!).

Tail-pipe Area

The rear metal areas were treated to an application of tin foil, gently buffed up by very fine wire wool, this gives a nice scratched and worn appearance. The darker areas were carefully sprayed, using sections of low-tack 'Post-It' notes as masking and the tail pipes were sprayed a mixture of gloss black and aluminium.

Undercarriage

I found, by chance, in my spares box a set of True Detail F-4 resin wheels, these are nicely moulded although the nose wheels are a little 'flat' for my liking. The undercarriage legs, inner doors and wheel well bays had been sprayed white previously and dirtied up accordingly, with thin washes of dirty thinners.

Stores

I wanted to feature my F-4J fully armed, either in QRA mode, or at an Armament Practise Camp. The kit's Sparrow missiles were painted white as were the four sidewinders, but not until I'd replaced the forward fins with those from Flightpath's Harrier set. Both drop tanks were fitted, these were painted in the 'standard' matt RAF colours, which gave a nice prototypical variation to the glossy airframe. I had intended to add a Vulcan cannon to the central station, but didn't in the end. I had amended it to be more representative of those used by the RAF, the end being rounder and this will feature on an FG.1 being built concurrently.

Detailing

The canopy interior sills were added from plastic card - with KMC's brass fascias added, this gives the correct 'squared-off' appearance and saves super-gluing brass to clear plastic. The Navigator's periscope, featuring on a few of these machines in the later part of their career, was

fashioned from a lump of sprue. The telescopic stepladder was scratch built from sections of plastic strip and inserted into a pre-drilled slot. I thought it a nice idea to include a Tiger-striped pilot's bone-dome fitted ready on the windscreen, decals are included for the Tiger stripes in the Yellowhammer sheet, although I opted to paint them on, a full frontal lobotomy operation was therefore performed on one of the kit's crew members.

Finishing Off

A section of Tarmac/Hard-standing base was made from 4mm MDF. This was sprayed grey with black detailing. A simple but effective 'Danger, Aircraft Armed' placard was printed on the computer and glued on to an 'A' frame made from plastic card and rod.

Crew names were added to the canopy ('Sqn. Ldr. Clark' as pilot, well it's my model and my fantasy!) and my F-4J(UK) was complete.

Conclusion

Hasegawa's Phantoms are excellent models, at very competitive prices.

It's a shame that KMC are no more, but I hope that other after market concerns step in to the breach. Either way an excellent rendition of the Phabulous Phantom can be achieved straight from the box. Yellowhammer are also to be congratulated on producing such a good decal sheet, it certainly saved me a lot of head scratching!

Bill 'Phantom' Clark

*Apologies for the working title, but I'm also a fan of Star Wars and couldn't ignore such an opportunity!





by Frank T. Cuden



MiG-17



Some nations automatically come to mind when one thinks of famous aircraft. For example, Spitfire (England), P-51 Mustang (United States), Bf 109 (Germany) and MiG-17 (Russia). In the early 1950s, the MiG-15 appeared in the skies over Korea and immediately caught the attention of the world with its extraordinary flying capabilities. Some years later in different skies, namely Vietnam, another MiG product also caught the attention of everyone and that was the MiG-17. It retains the basic shape of its predecessor but with an advanced power plant and other refinements. The aircraft certainly attained its share of kills over North Vietnam in the latter 1960s and 1970s.

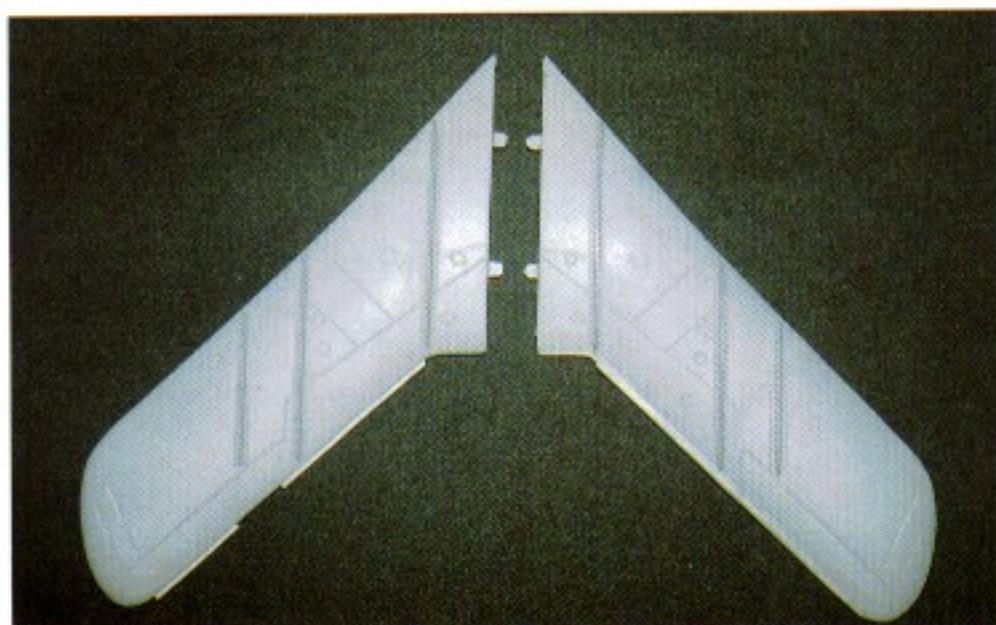
Some time ago I was watching a

television program about the annual EAA Oshkosh fly in. It had some footage of warbird take-offs and landings, one of which was a MiG-15. It looked very nice, all polished up with the USSR red stars emblazoned on wings and fuselage. I knew Monogram had a 1/48th scale kit of the MiG-15, but what of its successor, the MiG-17? Research found that Hobbycraft produces both the MiG-17 and MiG-17PE. I also found out that SMER had produced a 1/48th scale kit and during a conversation with a friend, he mentioned that he had a 1/48th scale AeroMaster kit and was willing to part with it. It seems that AeroMaster re-marketed the SMER kit and had added a booklet-type instruction sheet with new decals and a fret of photo-etched parts along with some additional resin pieces. Sight

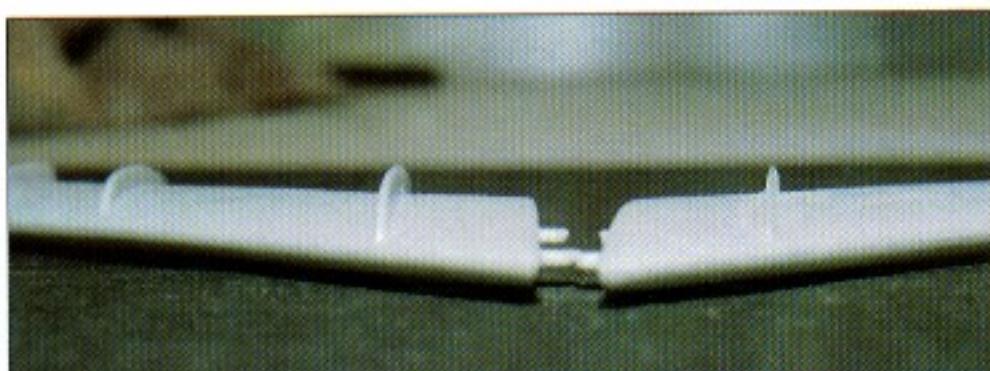
unseen, I asked him to send me the kit and that would be the one I would build. When it arrived in the post, I was both happy and dismayed; happy in that I could now get down to some serious modelling and, dismayed in that the kit had not changed from the original SMER offering save the photo-etch and resin. Throughout the course of the project I kept telling myself that this is true modelling; sanding, filling, carving, sawing, re-filling and re-sanding. The experience was long, however the end result was worth the effort. The kit is very basic by today's standards, however, it is workable with some time and effort. I can readily say that those modellers who like to assemble, paint and decal will not enjoy the work that must go into this kit to make it appear decent, but, then that's modelling, isn't it?

After reading and re-reading the instruction booklet, it became apparent that Aeromaster used the SMER instructions, only adding symbols for photo-etched and resin additions. Another version was offered, that being the Polish Lim aircraft and I had to be careful to stay on track when looking at the

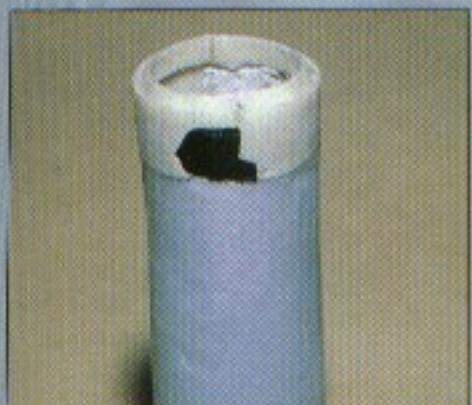
instructions. A couple of reference books revealed that the wings had trailing edge trim-tab-like extensions so I began my work by eliminating the kit offerings and fabricating new ones from sheet stock. Photo 1 shows the left wing completed with the right wing waiting its turn. The wing fences were extremely thick so I used files and sandpaper to thin them to scale. In photo 2, the reader can get an idea of how much must be removed. After that was complete, I glued the afterburner resin section to the kit-provided exhaust tube. The resin section offered good detail at its rear edge which was better than that provided in the kit. (Photo 3). With a little paint, dry-brushing and clear gloss, a good representation of the instrument panel was produced with a minimum of effort. I used black for the base coat and picked out a couple of sub panels with Aeromaster 'Tire' paint to give a different tone. Testors gloss brought the instruments to life and a little red paint completed the various switches and buttons on the panel in Photo 4. The resin seat is beautiful and the photo-etched parts, Photo



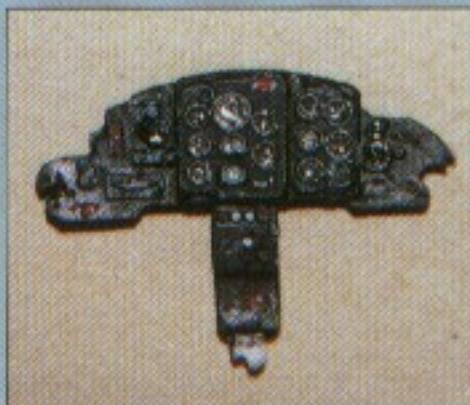
1. This shows the left wing after revision and the right wing waiting its turn



2. The wing fences were extremely thick so I used files and sandpaper to thin them to scale



3. I glued the afterburner resin section to the kit-provided exhaust tube



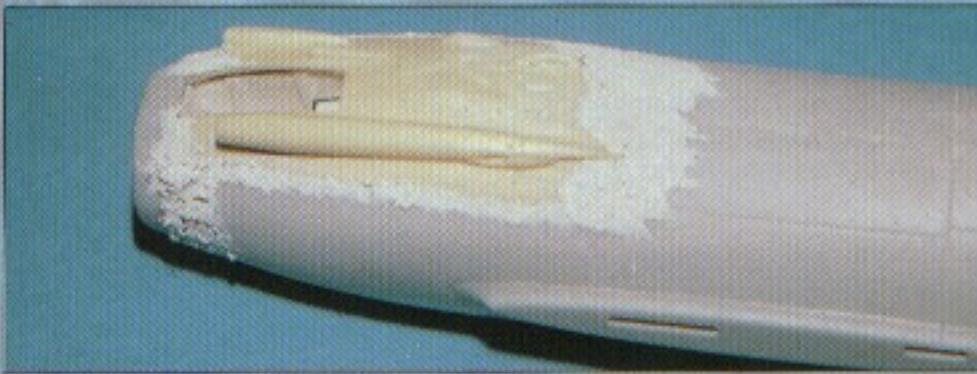
4. Testors gloss brought the instruments to life and a little red paint completed the various switches and buttons on the panel



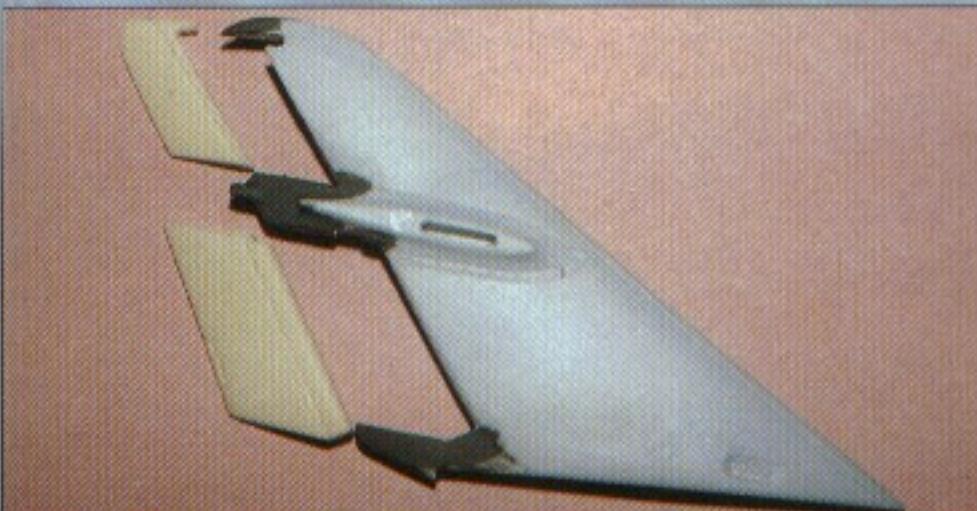
5. The resin seat is beautiful



6. The resin cockpit tub with the addition of small etched parts and the resin control stick



11. The poly marathon began!



12. I removed the plastic rudder sections and replaced them with the resin pieces supplied



9. The kit-provided interior nose section and wheel well which is short on detail



10. The same part as seen in Photo 9, with the lower resin fuselage section glued in place



7 & 8. The completed cockpit all painted and weathered



13. Here I've drilled out the chutes themselves and added the fin to the fuselage



16. The wet-sanding process on the wing to fuselage join



14 & 15. The wings in place with a coating of Milliput to cover up the gaps

5, add just that much more to the assembly.

Photo 6 shows the cockpit tub with the addition of the small etched parts and the resin control stick. I use ordinary white glue to tack most resin and etched parts in place as it allows me to move things where I want them before it sets up. A small amount will hold the part in place until super glue can be used later to anchor it permanently. The completed cockpit is seen in photos 7 and 8 all painted and weathered, ready to assume its place. The amount of detail is readily apparent when one paints the cockpit tub. I am continually amazed by what detail is contained in resin aftermarket parts. Photo 9 shows the kit-provided interior nose section and wheel well which is short on



18. I discovered that the kit windshield part was broken



19. With sheet plastic I fabricated the missing piece

detail. Photo 10 shows the same part with the lower resin fuselage section glued in place. That piece offers very good detail compared with what I had to remove. Remember what I said about sawing, carving and sanding? I added internal structure from plastic card and piping from stretched sprue. After I had everything in place, the putty marathon began as is evidenced in Photo 11. Thank God for Milliput! With all of that drying, I began sawing away the rudder sections on the tail. In Photo 12, I have removed the plastic rudder sections and replaced them with the resin pieces supplied. The MiG-17F Fresco C did not have a trim tab on the rudder on the prototype that I chose to model whereas, others did. Both types are offered in resin in the kit. The small oval on the lower forward fin is the kit representation of the flare chute and in photo 13, I've drilled out the chutes themselves and added the fin to the fuselage as well as the lower fuselage strake and

afterburner "can". Again, one can see the liberal usage of Milliput. The join is blunt with no locating pins, so this was a crucial part of the project. It had to be straight and perpendicular to the fuselage or the whole model would be out of line so care was taken at that point. Work was progressing quite nicely in spite of much filling and sanding, but I was determined to make the kit presentable. Photos 14 and 15 show the wings in place with a coating of Milliput to cover up the gaps. The fit was poor despite two locating tabs per wing so I made sure everything was glued well before I began filling. One can also see the forward under-fuselage resin part having found its place in among the putty and glue. Slowly but surely, the thing began looking somewhat akin to a MiG-17 and photo 16 shows the wet-sanding process on the wing to fuselage join. I placed a piece of masking tape adjacent to the seam to save what little detail there was while I was sanding. Photo 17 is my explanation of how I made the intake cover from sheet plastic. Once the diameter of the opening was measured, I simply used the compasses to draw the circle in sheet plastic. Once cut and sanded, it was ready to mount at a later time. The small pin prick made by the compasses was turned to the inside so nothing was visible from the front once it was in place. At that time, I discovered that the kit windshield part was broken (photo 18). With sheet plastic I fabricated the missing piece as is seen in photo 19. A vac-formed canopy was included with the kit, but I felt I could make a better one with my vac-form machine. Photos 20 and 21 show things shaping up, yet there was a strange hole appearing on the rear under fuselage. I still don't know what it was for but I eventually ended up stuffing the hole with a kit-supplied part that fitted and sanded it smooth. I also began experimenting with Rub 'n' Buff at this stage. I had not yet chosen the natural metal finish so Rub 'n' Buff was possible. I also brushed Floquil Old Silver over the join lines on wings and tail because it would show any imperfections due to its thinness. As always with my models, the landing gear legs were glued on now to keep the model standing off the workbench during the finishing process. Photos 22 and 23 show what I saw after a coat of Alclad Shade 0 had been applied with the airbrush. Scratches and more scratches from the sanding process. Panel lines had also been eliminated during sanding as well as rivets. I also noticed that the entire model had an eggshell appearance to it. Closer examination revealed that the plastic was moulded that way and it only became visible after painting. At this stage, I had a decision to make; to continue or not to continue! I chose the former and wet sanded the entire model with 400 and 600 grade sandpaper. I was determined to have a smooth finish!

Photo 24 shows a fuselage section after the sanding was completed. I used a circle template and scriber to re-establish the inspection ports, a portion of which had been eliminated during many sandings. In photo 25, I'm re-cutting the panel lines that



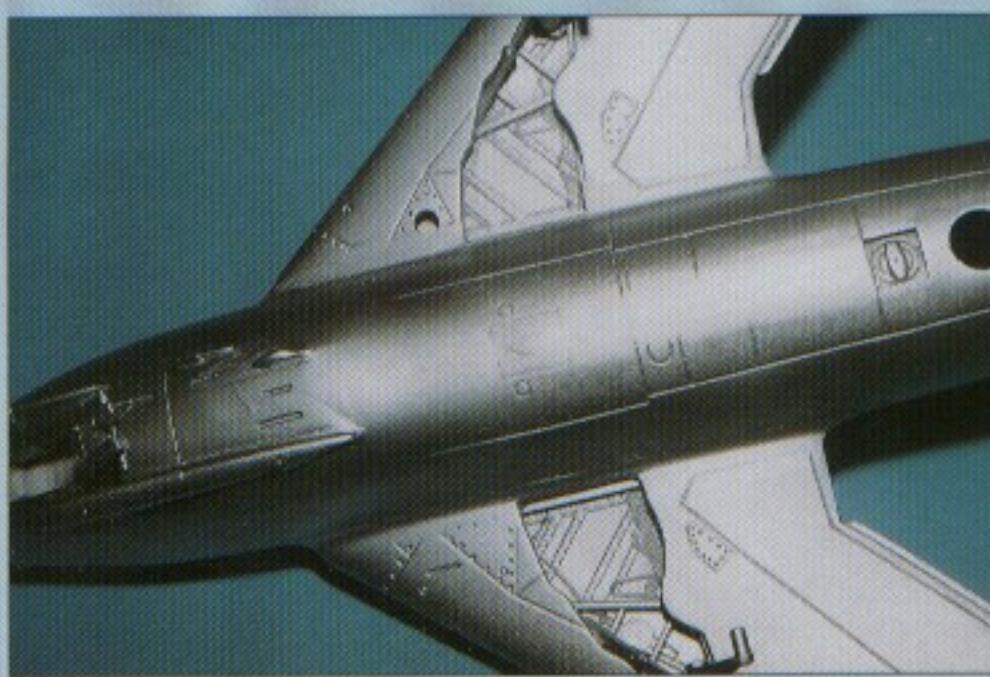
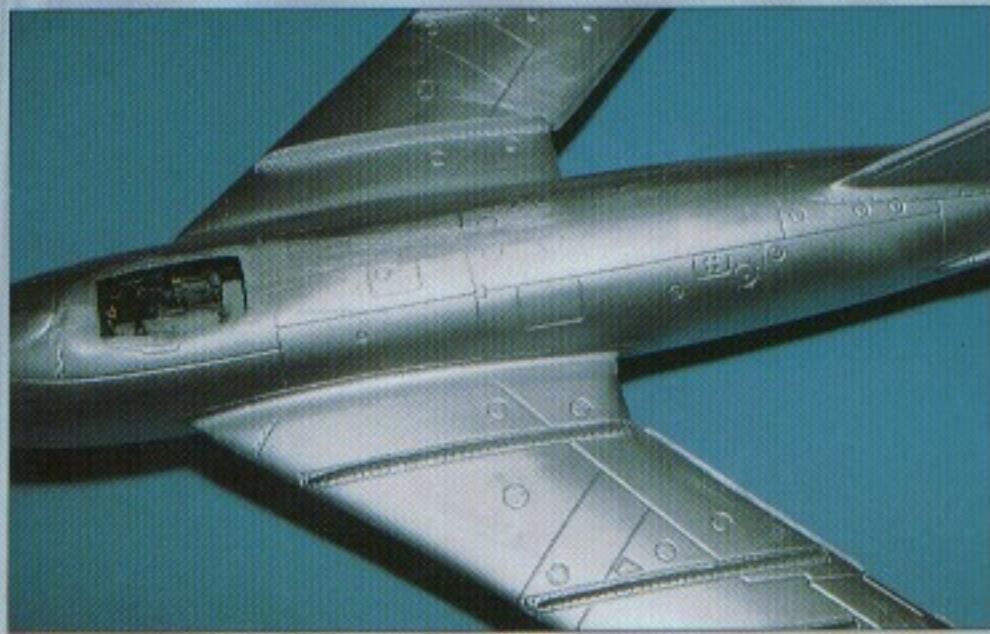
17. How I made the intake cover from sheet plastic

had also been eliminated. I use an X-Acto #11 blade after using a Dremel tool and sanding disc to cut grooves, thereby making the blade a mini-saw. Works great! The next job took a lot of time and it was re-drilling all the rivets that were wiped off with sanding (photo 26). While I was at it, I re-drilled ALL of the rivets on the model. I had spoken with a friend who informed me that all rivets on the MiG-17 were brass. It was my intent to duplicate that and re-drilling the rivets would allow me to dab each one with brass paint on a sharpened toothpick. I drilled each one very shallow, just enough of an indentation to hold a small amount of paint. Photo 27 picks up something I had overlooked during sanding; that is, the shrink marks on the wing, and in photo 28, the indentations have been filled as well as other touch-up areas on the fuselage. It was at this time that a friend told me that MiG-17s had that peculiar greenish-blue paint unique to Russian aircraft, on the inside cockpit floor and bulkheads. So a trip to the hobby shop yielded me Testors ModelMaster USSR Interior Blue/Green. It's so easy these days when all one has to do is buy the paint, pre-mixed. I can remember spending evenings mixing paint for just the right shade shown in the colour charts. Photo 29 reveals the rear fuselage hole filled with putty and the final process coming to a close. The small hole forward of the port wheel well is for the landing light. After spraying on Alclad shade 0, the final coat, I masked off the wing walks for their coat of dark grey. Photos revealed them to be prominent. Photo 30 gives one an idea of the

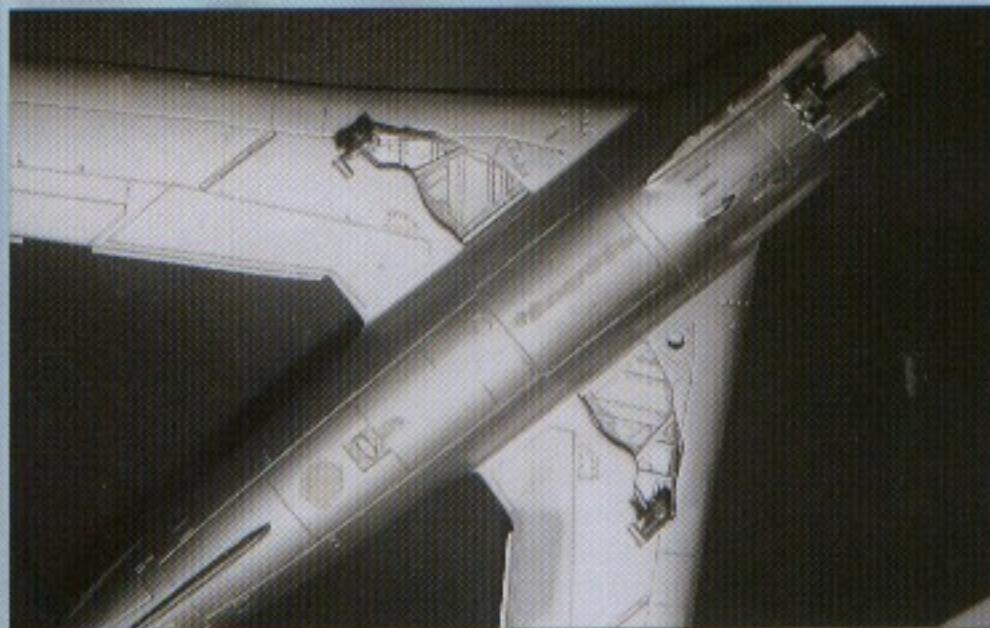
smoothness of the model at this point and photo 31 shows selected rear fuselage panels being given a coat of slightly darker natural metal for contrast, and photo 32 shows everything completed. Everything was coming together nicely at this point. In the same photo, a small but important detail is visible and that is the little data panel I added with paint on the rear cockpit shelf. I often add these in various places (i.e. wheel wells, cockpits) just to give a bit more visual action. Little details such as those will just add to the overall appeal of your model. And, it only takes a minute or two! Research indicated that wheel wells were often painted a zinc chromate green or yellow and I opted for the yellow which was toned down with grey paint run through the airbrush. Photos 34 and 35 show that process. Also note the filled-in rear hole on the fuselage. While I was at it, I sprayed the inside of the gear doors the same yellow chromate colour. I find that sticking the parts to a wide piece of masking tape simplifies the task. Be sure to stick them down well, especially if you've already painted the other side. Try to spray perpendicularly to the parts or you could have the colour bleed through to the other



20 & 21. The airframe shaping up, with that strange hole in the rear under fuselage



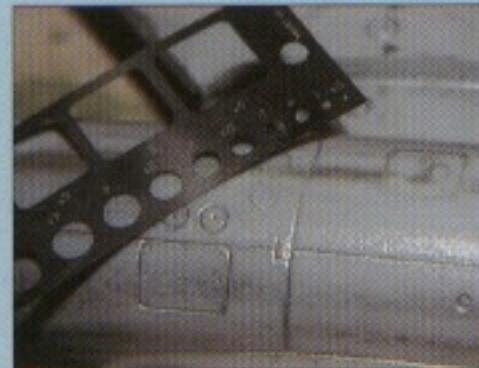
22 & 23. What I saw after a coat of Alclad Shade 0 had been applied with the airbrush



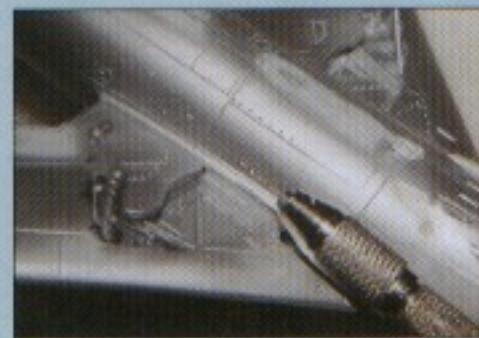
29. The rear fuselage hole filled with putty



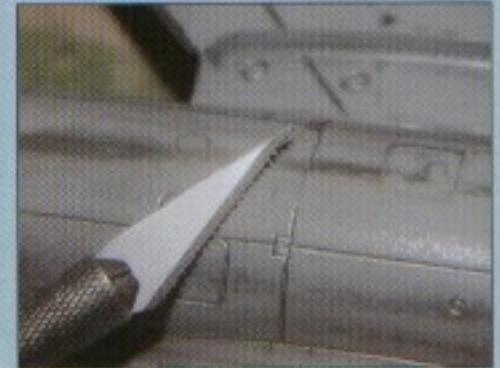
30. The smoothness of the model at this point, prior to additional painting, can be clearly seen



24. A fuselage section after the sanding was completed. I used a circle template and scribe to re-establish the inspection ports etc



26. I re-drilled ALL of the rivets on the model



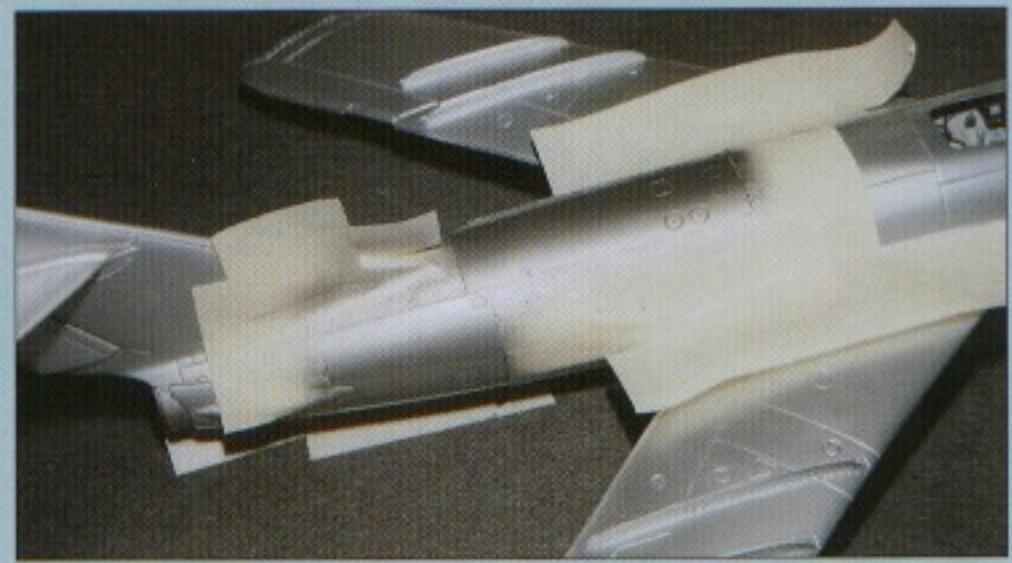
25. Re-cutting the panel lines I used an X-acto #11 blade after using a Dremel tool and sanding disc to cut grooves, thereby making the blade a mini-saw



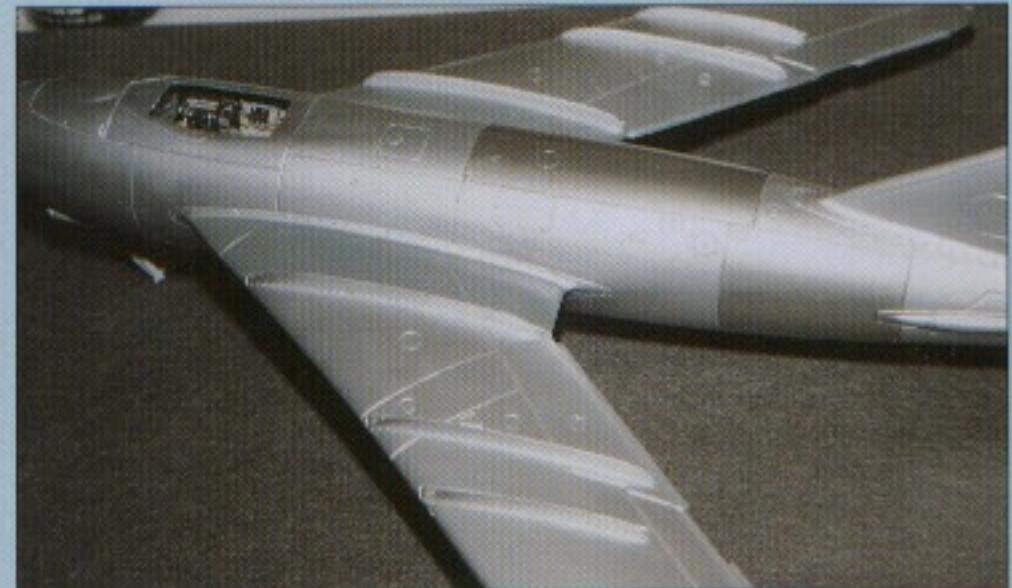
27. Something I had overlooked during sanding: the shrink marks on the wing...



28. ...the indentations filled as well as other touch-up areas on the fuselage



31. Selected rear fuselage panels being given a coat of slightly darker natural metal for contrast



32. Everything completed

came to life! Also note the black/white placard on the top left side of the ejection seat. Getting back to the canopy, I used the kit part as a master and vac-formed a new one. Before I vac-formed it, I sanded down the frames which were far too pronounced.

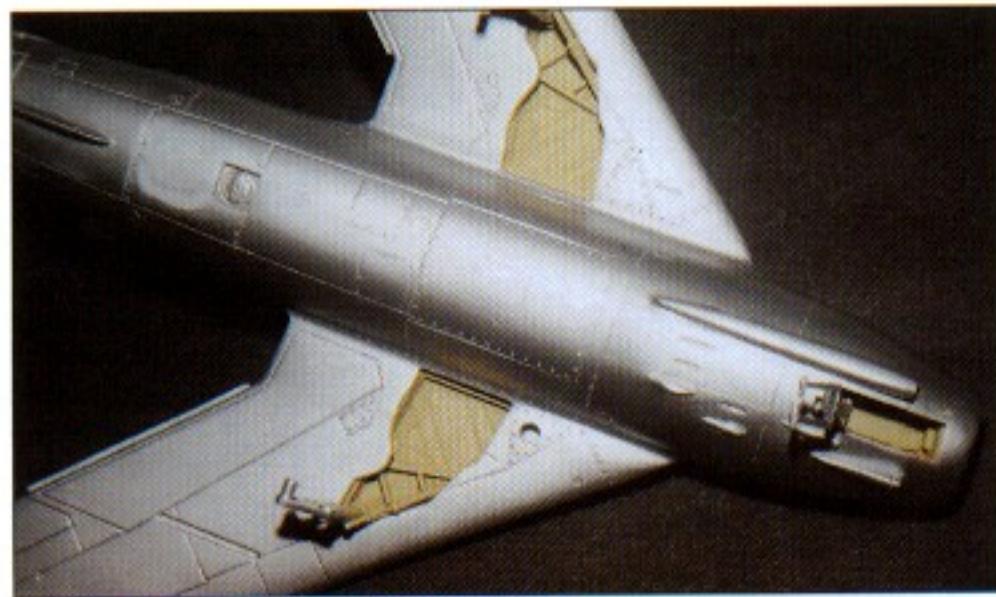
Photo 41 shows the plastic

tightly wrapped around the kit part just after I'd vac-formed it, and photo 42 shows the completed part. Through a quirk of photography, the original appears pink, but that just weren't the case! Another conversation with a friend told me that Russian fighter aircraft had light blue stencilling and thankfully, AeroMaster makes such a sheet for the MiG-15 in 1/48th scale. Although for a different aircraft, I used them anyway and photo 43 shows the end result. One can also see the result of both drilling the rivets and the brass paint treatment. A good underside view is shown in photo 44 with the different effect achieved with Rub 'n' Buff on the ailerons and tail centre sections, and the same is true with photo 45 but the more I looked at the model, the more it just didn't seem right. Most photos I've seen of Russian aircraft and an in-person close up view of an Il-76 reveal a rather dull metal finish, not shiny as my model was looking. Therefore, photo 46 shows a side front shot of the model after I sprayed it with Testor's Dull-Coat which gave a uniform flatness to the model. Although the change is dramatic, I think it offers a more realistic, prototypical finish. The kit-supplied pitot tubes were not very precise in their mouldings so I made new ones from small brass tubing I had on hand. (Photo 47). They were glued to each wing tip with

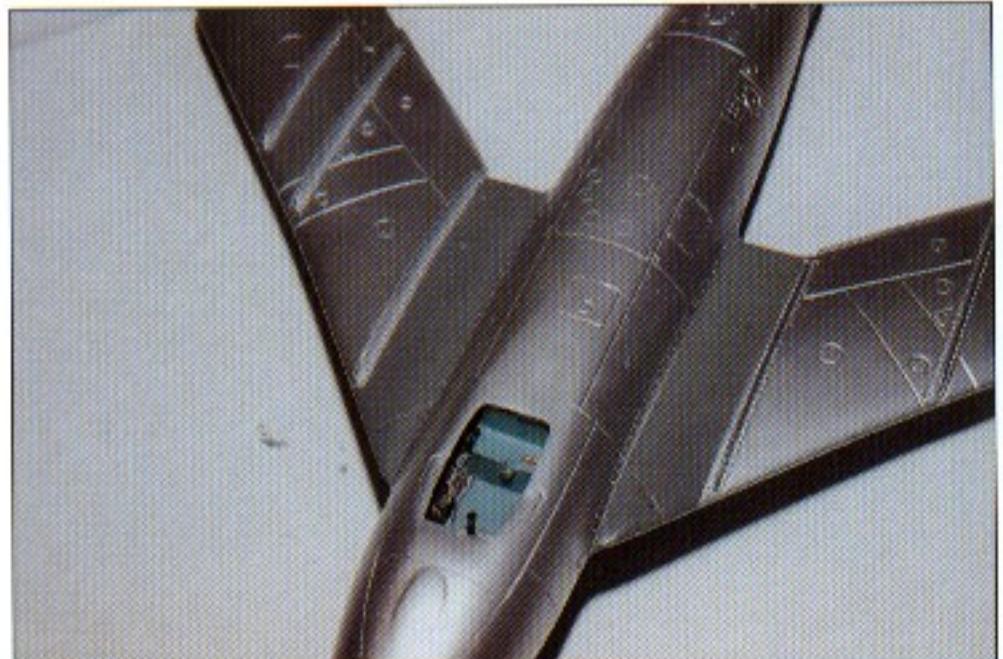
side. At this time, I stretched some sprue to the proper diameter, drilled out an end

and made my cannon barrel for the nose cannon. (Photo 37). In photo 38, the barrel is shown mounted in its place along with a shallow view of the mounted intake cover complete with handles made from soft wire. Also note the tiny black bit on the nose gear leg. That is a hexagonal bolt head with washer in HO scale from Detail Associates in Santa Maria, California. They make tiny HO-scale train parts that come in very handy from time to time. Again, that's one of those tiny details that add to the overall effect of the model. A friend in our model club was able to provide me with the nose numbers, '850'. According to my reference, that was the number for the MiG-17F Fresco C that I was modelling. He saved the day as I could not come up with anything to match the Russian style numbers. Thanks, Joe!

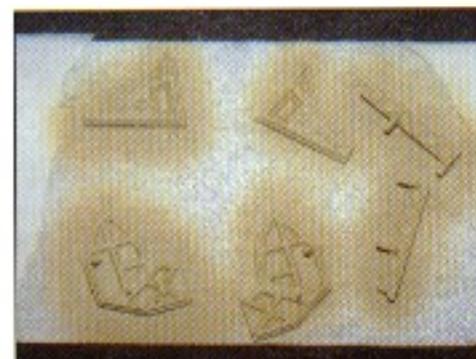
Photos 39 and 40 give one a before and after view of the gun sight and related equipment on the forward fuselage cockpit coaming. With a little scratchbuilding and paint, that area just



34 & 35. The wheel wells being painted zinc chromate yellow



33. The non-slip grey walkway areas applied to each wing root



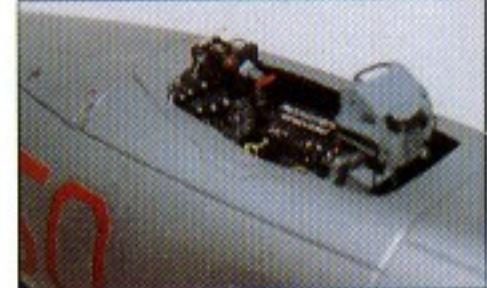
36. The undercarriage doors also getting a coat of zinc chromate yellow



37. I stretched some sprue to the proper diameter, drilled out an end and made my cannon barrel for the nose



38. A before...



40. ... and after view of the gun sight and related equipment on the forward fuselage cockpit coaming

super glue and photo 48 shows them in place with most everything complete minus the canopy and antennae. Also one can see some minor pastel weathering I did on the rear fuselage and on the wing-walks. I gently sanded the wing-walks with 600 grade paper to achieve a worn paint look. Later I accented some areas using a silver artist's pencil which produced some additional wear on the walkways. As the etched brass set provided the small interior canopy antennae, I was at a loss as to how to go about attaching them to the inside of the vac-formed canopy. After some thought, (photo 49), I laid them inside the canopy and gently touched them with Johnsons Klear Floor Wax, and, when dry, I covered the entire inside of the canopy with the solution which blended everything in well. This photo also shows the tiny training school badge which was shown in one of my references. I went through my decal supply and found the little silhouette on an old MicroScale sheet. One can also see the tiny bolt heads on the nose wheel leg. Perhaps the best view of the MiG-17 is seen in photo 50. The two fuselage antennae have been added and the wing navigation lights as well. These were made by cutting out the lens area first and filling the resulting gap with coats of white glue until it was even with the wing-tip curvature. Once dry, I overcoated each light with Tamiya acrylic clear red/port and clear green/starboard, followed by a thin coat of clear gloss. The result looks realistic. Photos 51 through 54 are included to give overall views of the completed model. Toward the end of the project, I went over each recessed panel line with an artist's lead pencil to accent them. Although they are visible in person, they do not show up well in the photos. The antenna was made from headed sprue, stretched to the proper thickness. I always allow a little extra length because when glued firmly in place, the sag can be

tightened with any controllable heat source. This process also works very well for rigging bi-planes.

Conclusion

While not a shake the box and it goes together model, the MiG-17 was not a bore to build. For the most part, the kit can be made into a nice model with a little work. The original quality of the SMER kit is evident and perhaps overstated with deep panel lines and access hatch outlines, somewhat like the early Matchbox kits. While I can't give the kit a high rating, nonetheless it was a challenging and interesting project and held my attention throughout. It now resides in my display case among the other finished models and holds its own at that! Da!

Frank T. Cuden

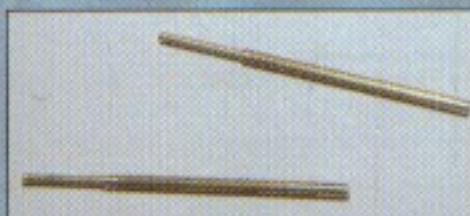
References: Squadron-Signal Publications: MiG-17 In Action



38. The gun barrel in place along with a view of the mounted intake cover complete with handles made from soft wire



43. Stenciling from the AeroMaster MiG-15 sheet were used



47. I made new pilot tubes from small brass tubing I had on hand



49. The etched antenna laid inside the vac-formed canopy and gently 'secured' with Johnson's Klear



50. An overall view showing the two fuselage antennae, aerial lead and wing navigation lights in place



51. The completed model



53. The completed model



53. The completed model



41. The plastic tightly wrapped around the kit part just after I'd vac-formed it



42. The completed part alongside the original which was sanded down to reduce the effect of the framing



44 & 45. Underside view showing the different effects achieved with Rub 'n' Buff on the ailerons and tail centre sections



46. The model after I sprayed it with Testor's Dull-Coat, which gave a uniform flatness



48. The pilots glued to each wing tip, with everything complete minus the canopy and antennae



52. The completed model



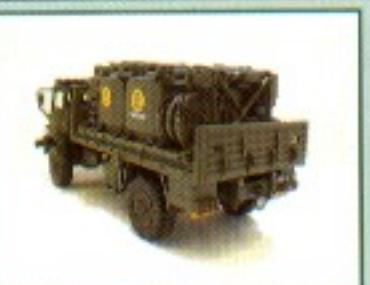
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How to make a Diorama: The Basics

Part 1

Introduction

A diorama is in essence a continuation of displaying a model by depicting a scene or scenario. As such, it is an excellent way of exercising one's modelling skills by showing not just a model on its own (which would be only an aircraft model in this series) but a model in a scenario. The limits of the scenario are virtually boundless, and this series of articles will help to 'shine some light' on how to create your own aircraft scenario or diorama as this is more commonly known.

The primary ingredient in creating a diorama is imagination; picturing in your mind what specific scene you want to create. This would obviously vary from one person to another not just by how imaginative they are, but their level of interest and modelling abilities, after all, it is important to be realistic. The great thing about dioramas, and our hobby in general, is that the most important thing is enjoyment. Sure, ability is great...an added bonus if you like...but as long as the modeller enjoys what he/she is making then the aim of the hobby has been achieved.

In addition to imagination, there are many other forms of getting inspiration. Books would be by far the most common means of getting ideas, particularly those of a predominantly photographic nature, but also true accounts in words can conjure scenes in one's mind and videos/films too. References are essential in making an effective diorama, but what do I mean by an effective diorama? An effective diorama is not just a scene, but an amalgamation of aircraft and



A Hawker Typhoon on a grass surface

environment (with a few additions if desired ie. Figures etc) which conveys the real life scene and atmosphere as pictured in the modeller's mind's eye. Creating an atmosphere is often important in creating a diorama. For instance, an aircraft which has served its service but is now left abandoned in an Arizona 'aircraft graveyard' would be best portrayed in a forlorn manner with various pieces being removed, maybe even graffiti and this creates an 'atmosphere'. In short, planning



F4F Wildcat on a flight deck



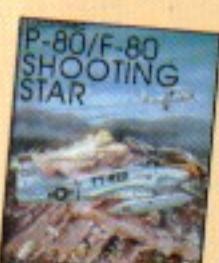
Two WWI German aircrew have a conversation in front of an Albatros C.III

is of great importance even before beginning to make a diorama. Often there are a number of elements which must be considered individually as the sequence of making the various parts of a diorama can greatly influence its realism and overall look. In the following parts of this series, the planning of a diorama will be discussed in greater detail. Also, the materials, aircraft, and accessories will be also be discussed, and a number of dioramas will be made to illustrate some of the processes involved.

Nicholas J. Wigman

News

Note: All of the items below have recently been released and are listed for our reader's information. Full reviews of each will appear in a future edition.

**Schiffer**

Two titles have been passed to us for review recently by this publishers UK representatives (Bushwood Books). Both are entitled 'Photo Chronicle' and the first deals with the Lockheed P-80/F-80 Shooting Star, while the other deals with the Lockheed T-33. Both titles are 21.5cm x 28cm, with the first offering 184 pages and the other offering 124 pages. Each one offers a wealth of photographic coverage, coupled with a clear and very concise narrative history.

**Albatros Productions**

The latest edition to the Windsock Datafile series (No. 81) has just been released by this publisher and it deals with the Albatros C.V. This 21cmx29.5cm title offers 36 pages with a laminated card cover and the usual wealth of photographic coverage, 1/72nd and 1/48th scale plans.

**La Bancarella Aeronautica**

The fifth title in the Ali D'Italia Mini series deals with the Campini-Caproni. This 21cmx29cm book offers 24 pages and a laminated card cover and the text is in both Italian and English. The whole thing is heavily illustrated with period B&W photos and the centre pages offer 1/72nd scale plans of the type.

**Squadron-Signal**

The latest release in the 'In Detail' series from this publisher is on the Grumman F4F Wildcat. This 21.5cm x 27.5cm title offers 80 pages and a laminated card cover. The format and contents are in keeping with all other ones in the series, and the colour contents has been increased to sixteen pages, three of which offer colour artwork.

**Armada**

This Russian publishers has just released the second part of its coverage of the Pe-2. This 28cmx21cm title has 48 pages and a laminated card cover, and although all the text (bar the photo captions) is in Russian, the photos and the scale plans make it a very useful information source for the modeller. UK copies can be obtained from The Aviation Bookshop for £8.95.

**Finatec**

The second part of the coverage by this Greek publisher on the F-4 Phantom is now available. The 28cmx21cm, 66 page title unfortunately is all in Greek, but there are limited English captions to most of the photos and these photos will be of great use to the modeller as they include a lot of nice shots of the interior. UK copies can be obtained from The Aviation Bookshop for £8.95.



Boneyard Badges - Aircraft and Emblems at Davis-Monthan AFB

by Philip D. Chinnery

Price: £18.95

ISBN: 1-84037-102-1

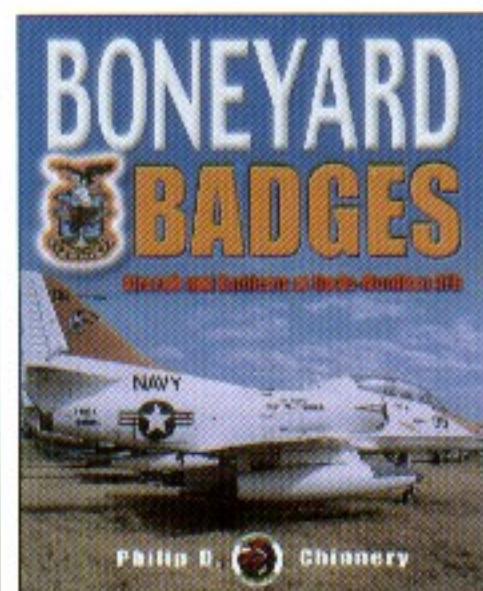
Publisher: Airlife Publications

Format: 23cmx27cm, 112 page, laminated card cover

As the title suggests, this title offers a wealth of high quality colour photos of aircraft stored at Davis-Monthan AFB, along with close-ups of special badges and insignia carried by them. The quality and clarity of these images, coupled with the size at which they have been reproduced, should have a

few decal manufacturers rushing into production. For the modeller it offers a great deal of detailed information on the various types covered, as well as showing some of those colourful and unique markings applied to each. This is a title for any nose-art fan, and for those of you who have some of the previous titles on the Davis-Monthan site, this new one will add the last 10 years worth of 'additions' to this amazing storage site.

Our thanks to Airlife Publications for the review sample.



Philip D. Chinnery

From Mirage to Kfir Pt.2 - IAI Nesher

As the series title suggests, this is the second part of ADs coverage of the evolution of Mirage to Kfir in the IAF. Inside is the usual descriptive text supported by high quality photographs charting the use of the Nesher by the IAF. Each squadron operating the type is covered (see note below) and clear colour artwork of their squadron badge coupled with colour or black and white

photos of their aircraft are included. Much of this information is new, but because some is still classified by the IAF certain things, like squadron numbers etc, have had to be omitted. That said this title is a real must for all IAF fans and a welcome addition to AD Graphics expanding range. Worldwide dealers are welcome to contact AD directly about distribution etc.

by A. Dor

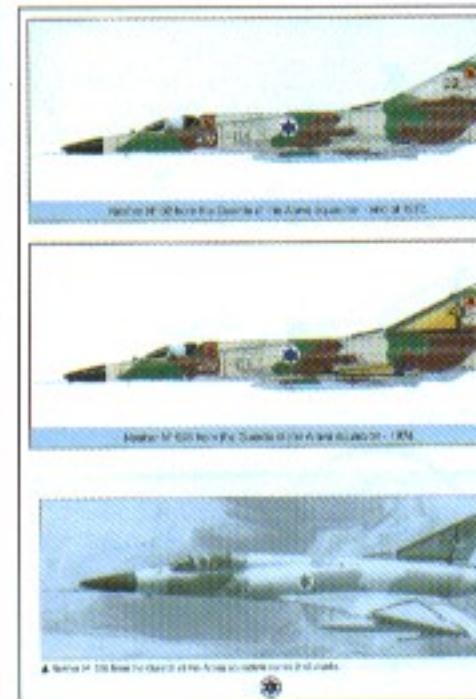
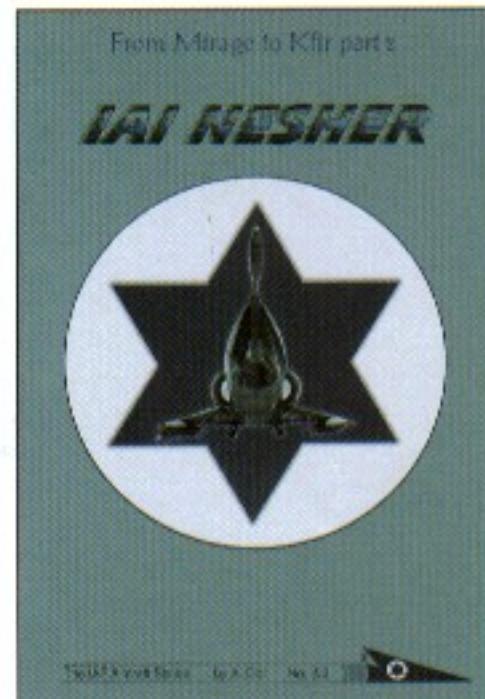
Price: £30.000

ISBN: 88-87841-09-8

Publisher: AD Graphics

Format: 21cmx30cm, 32 page, laminated card cover

Our thanks to AD Graphics for the review sample.



Stormbird

by Hermann Buchner

Price: £24.95 (\$39.95)

ISBN: 1-902109-00-7

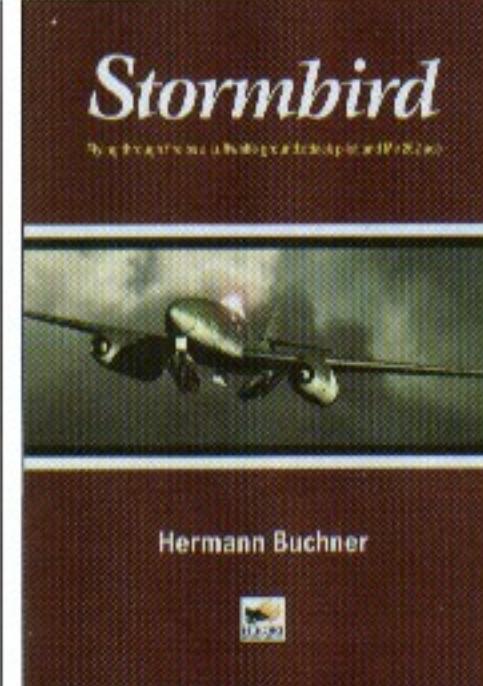
Publisher: Hikoki Publications

Format: 21cmx29cm, 176 page, hardback cover with separate colour dust jacket.

This story, in its most basic form, is all about the flying career of Hermann Buchner. But for any Luftwaffe enthusiast this title holds a lot more, as Buchner was a ground attack pilot in the mid-war period and later went on to become an ace flying the Messerschmitt Me 262. The narrative starts with details of how the author learned to fly with the pre-war Austrian Air Force, before becoming an instructor with the

newly-formed Luftwaffe. His service career in the Luftwaffe included low-level bombing operations on the Eastern Front. As with many ex-bomber pilots, late in the war he was retrained to fly the Me 262. Flying this aircraft with JG7 he became an ace, having already scored 46 victories in Russia, and adding another 12 kills while flying the Me 262. This whole story is backed up with colour artwork of the aircraft Hermann flew, along with some of those he flew against. The final sections of the book show his flying logs as well as all the documentation relating to the awards he was given. This is a fascinating title with a great deal of information and is highly recommended to all Luftwaffe fans. Copies can be obtained from Midland Counties Publications.

Our thanks to Hikoki Publications for the review sample.



Hermann Buchner

Boeing 747

by Martin Bowman

Price: £29.95
ISBN: 1-86126-242-6

Publisher: The Crowood Press
Format: 21cmx29cm, 192 pages (8 in colour), hardback cover with separate colour dust jacket

This is the latest title in the Crowood Aviation Series and it is in a format that will be familiar to anyone who has any of the previous titles in this series. The authors starts with an introduction to the development of designs in the post-war period to meet the increased demand for air travel and this of course includes Boeings series of airliners. The first 'real'

chapter takes a look at the B747-100 series, and this is followed by an interesting chapter that shows the actual construction stages of a B747. The whole, very involved, test programme with the first B747 is well covered. The Boeing 747-200 series and 'Stretched Upper Deck' (SUD) -400 series are all covered next. The SP and freighter series are all covered in the next two chapters and this is followed by a look at both military and special operations uses of the B747 series including the Space Shuttle carrier, USAF E-4 and C series and the YAL-1A Project. The final chapters take a more personal look at flying the B747 and the last chapter takes a look at the future with the super-stretched NLA project.

This is a very useful title for all airline fans as it offers a lot of detailed photographs of the type, so we can

recommend it to all.

Our thanks to The Crowood Press for the review sample.



Martin W.
Bowman

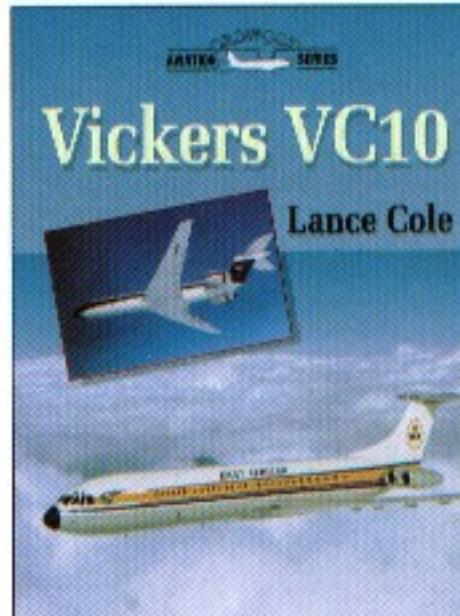
Vickers VC 10

by Lance Cole

Price: £29.95
ISBN: 1-86126-231-0

Publisher: The Crowood Press
Format: 21cmx29cm, 192 pages (8 in colour), hardback cover with separate colour dust jacket

This second title from Crowood this month is in the same style as the Boeing 747 title reviewed elsewhere. This title deals with the VC10 design and starts with a look at the company that made it. The story of the V1000 design, which lead to the VC10, is also covered and then the narrative takes a detailed look at the actual design, with lots of clear



photographs and drawings. The next chapter deals with the development and

full-scale production of the type along with a look at those that flew it. A pilot's view on flying the type comes in the next chapter, followed by a detailed analysis of the types use by BOAC. All other operators of the type are covered in the next chapter, followed by details of the types maintenance and a brief look at some of the problems the type has experienced in its career. The final chapter takes a look at the use of the VC10 by the RAF, in both passenger carrying and tanker roles.

Once again this is an excellent title for all airliner fans, and the good selection of detailed photographs will be of great help to anyone modelling the type.

Our thanks to The Crowood Press for the review sample.

The D.H.4/D.H.9 File

This latest title from this historical group is another addition to their famous 'File' series. This monstrous 316 page edition will be familiar in its format to any of you who have any other titles in this series. For those not familiar with the series, basically it lists all D.H.4 and D.H.9s built along with their full history. Details of production contracts

for each batch, along with squadron allocation and details of all foreign operators are also included and the whole thing is heavily illustrated with period B&W photographs.

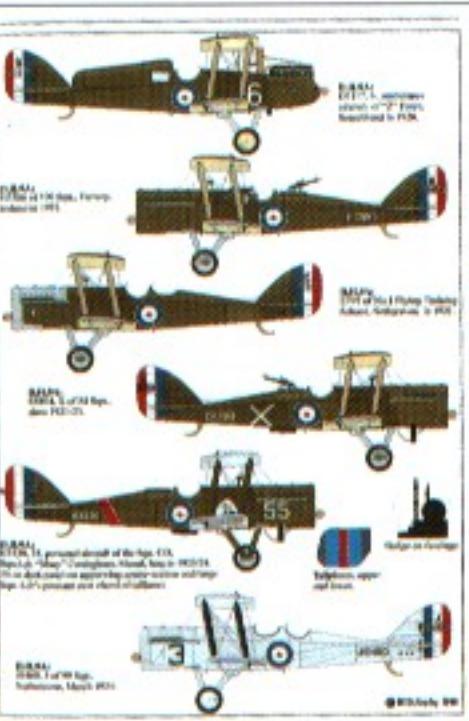
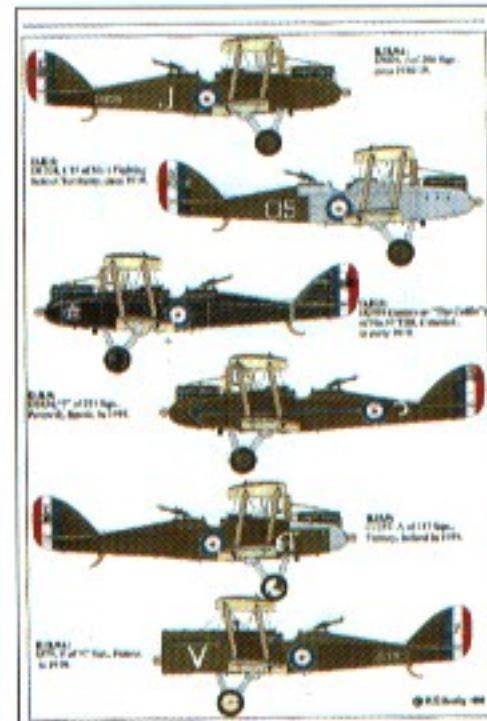
Anyone interested in WWI and inter-war aircraft will want to add this to their library, as it is 'the' source for checking all squadron and

by R. Sturtivant & G. Page

Price: £30.00
ISBN: 0-85130-274-2
Publisher: Airfile Publications
Format: 21cmx29cm, 316 page, hardback cover

production details of any D.H.4 and D.H.9.

Our thanks to Air-Britain for the review sample. The price quoted above is for direct supply via Air-Britain.



Eagle Editions
The second EagleFile has just been released by Eagle Editions and it deals with a very special aircraft in the form of the Fw 190D-13. This title includes a wealth of technical and camouflage and markings information on this machine and is a real 'must' for all Luftwaffe fans.



Peregrine Publications

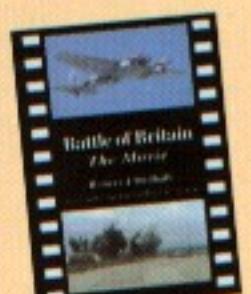
This American publisher has just released another 'Photo Essay' book, and it deals with the McDonnell XF-85 Goblin parasite fighter. This twelve page booklet includes lots of clear colour photos inside and out of the machine and is ideal for anyone considering the type in model form. The only price we currently have for this title is \$7.95.

Ramrod Publications

A stunning new book on the Battle of Britain has just been released by this firm. The title, which states it is a 'Photographic Kaleidoscope', offers 210 pages in a 24cmx17cm format with a hardback cover and separate dust jacket. Inside are a huge collection of B&W photos from the time, all from private collections, and most of them seen here for the first time. This title offers a wealth of information about the machines of the time, and one can only hope it will stimulate some of these machines to be produced in decal form. A definite 'must' for all BofB fans.

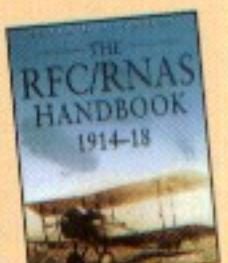


Note that Ramrod will be producing Part II of this selection in September. They will also be releasing a special book by Robert Rudhall on the Battle of Britain movie very shortly.



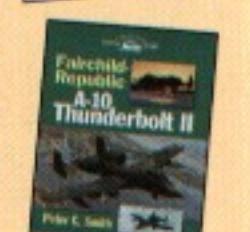
Sutton

The RFC/RNAS Handbook, 1914-18 by Peter G. Cooksley is the latest title from Sutton. This 20cmx27cm title offers 210 pages and has a hardback cover with separate colour dust jacket. The narrative, which is well illustrated, deals with all areas of the RFC/RNAS with chapters on uniforms, flying clothing and badges, airships, fixed wing aircraft, men and machines and the women's service. The title is an excellent reference source for this subject, and although by no means intended as definitive, it offers a useful amount of information within one cover.



The Crowood Press

The next two titles due from this publisher will be in their 'Crowood Aviation Series' and will deal with the Messerschmitt Bf 110 and the Republic A-10 Thunderbolt II. The first is by Ron Mackay, with the latter by Peter C. Smith. Both books are hardback with a separate dust jacket and they retail for £25 and £29.95 respectively.



**Osprey Publishing**

The Osprey Encyclopedia of Russian Aircraft by Bill Gunston is one of the latest titles from this publisher. This 560 page title includes technical data and drawings of every Russian aircraft manufacturers products.

This is all backed-up with over 800 B&W photos and has got to be a 'must' for any Russian aircraft fans, or any of you considering any of the recent mass of Russian aircraft that have been released in kit form.

Crécy

Peter C. Smith has an affinity with any aircraft used in the ground-attack or dive bombing role, so this new title by him on the N.A A-36 Apache should come as no surprise. This 257 page title has a hardback cover and separate dust jacket. The text deals with all aspects of the use of the A-36 in its intended role and this is well illustrated with period B&W photos. The recent release of a number of A-36 kits should kindle a lot of interest in the subject, so for all you USAAF fans out there without a dedicated A-36 title on your shelf, this one is for you.

**DTU**

This French publisher has just released what must be the definitive guide to the Dassault Mirage IIIB/BE & C. With no less than 464 pages in an A4 format with a hardback cover, this book takes a very detailed look at the use of the Mirage III by the Armée de l'Air. Although all of the text is in French (except the photo captions), the title is stuffed full of colour and B&W photos, diagrams, colour artwork, flight manual extracts etc and is 'the' guide to this subject. Brush up on your French and buy a copy if you like the Mirage III, as DTU advise us this title will only be available once, and will not be reprinted.



Camouflage & Markings No.1 – RAF Fighters 1945-1950 UK Based

by Paul Lucas

Price: £14.95

ISBN: N/A

Publisher: Guideline Publications

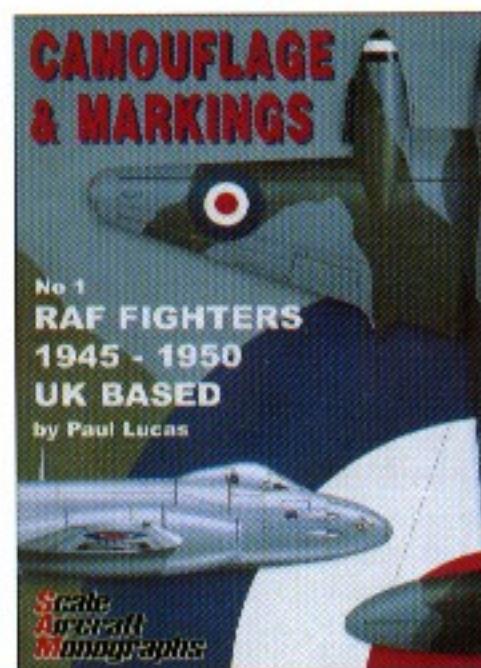
Format: 21cmx29cm, 92 page, laminated card cover

This is the first in a new range of books dealing with camouflage and markings. Inside this first volume you get details about the various camouflage and markings applied to the subject along with a good selection of photographs and colour artwork. For all of you who are familiar with the old camouflage and

markings sections of the publishers monthly magazine, the layout of this new book will seem very familiar. All the colour artwork is computer generated and is mixed with the main text, which is also well illustrated with period B&W photos.

This is an interesting new venture by Guidelines and this first edition will be of use to many modellers.

Our thanks to Guideline Publications for the review sample.



photos is the F2G-1 owned by the Chaplin Fighter Museum and the only down side with it is that the very limited number of photos does mean there are big 'jumps' in the coverage.

This is the first in a new series of titles from Peregrine and as they state it does offer coverage for 'less than a roll of film'. If you like the subject and need some detailed photos, then this title is certainly a lot cheaper than doing the job yourself. At present we only have the American price for this title and are unaware of any UK source for this series.

Our thanks to Peregrine Publishing for the review sample.

F2G-1 Super Corsair - A Detailed Photo Essay

A Detailed Photo Essay

F2G-1 Super Corsair

by Steve Muth

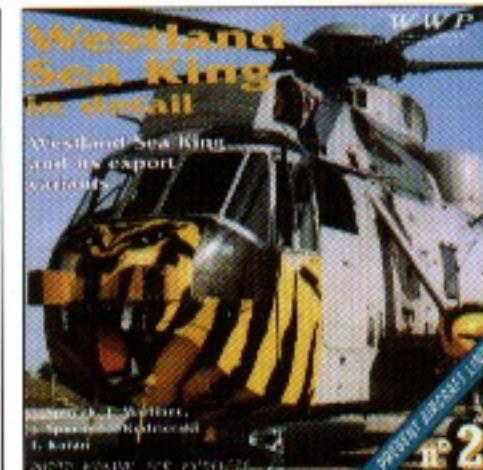
Price: \$7.95

ISBN: 1-930432-00-3

Publisher: Peregrine Publishing

Format: 21cmx28cm, 12 page, laminated card cover

This is a new publisher from the USA and this is the first of their 'photo essay' series. As the name implies, this book basically offers thirty colour photos, inside and out of a preserved F2G-1. Each photo has a descriptive caption and the image size is such that you get about two or three per page. Each photo is in colour and of a very good quality. The aircraft depicted in all the



Westland Sea King in detail

Price: £TBA

Series: Photo Manual for Modelers - Present Aircraft Line No. 2

ISBN: 80-902677-6-9

Publisher: Wings & Wheels Publications

Format: 22.5cmx24cm, 52 page, laminated card cover.

I am sure that many of you will be familiar with this publishers work, as they have

already released similar 'photo manuals' on the Il-2, Avenger and Avia S-199. This is the second title in their 'present aircraft' line (following on from the UH-60A Black Hawk and it is in the same format as all the other titles in their range. The title starts with an introductory text and scale plans (1/48th) of five versions of the Sea King. This is followed by a detailed 'walk around' of the type in colour. The coverage includes the HAS Mk 6, HAR Mk 5, AEW Mk 2, HC Mk 4,

HAR Mk 3, Mk 48, Mk 41 and Mk 42. Each of these sections offers a good selection of detailed colour photos inside and out of the subject and for the modeller they are worth their weight in gold, as they show the aircraft 'in service', and not as a museum piece. The final couple of pages offer excellent colour side profiles of four machines.

This is a real must for all helicopter fans and is ideal for anyone considering modelling any Sea King kit.

Our thanks to MPM Ltd, who distribute this series, for the review sample.

V.S. Spitfire Mk VI-XVI

Price: £TBA (¥2900)

Series: Aero Detail 27

ISBN: 4-499-22709-7

Publisher: Art Box Co., Ltd

Format: 26cmx25.5cm, 84 page, laminated card cover with separate dust jacket

For all of you who are familiar with the Aero Detail series, this latest one will come as no surprise in its contents and layout. If you have not come across this series before, basically it is a detailed study of a specific

type, coupled with diagrams, scale planes and photos of preserved examples. All the text etc is in Japanese, but all the photo captions are in English as well. This title deals with the Mk VI to Mk XVI Spitfire and follows on from their previous title that dealt with the Mk I to V. The two machines featured in detail are The Fighter Collections Mk IX and The Real Aeroplane Company's PR Mk XI. Fifty two pages of the title are taken up with detailed photos in and around these two machines, with about four pictures per page. This is followed by six pages of

colour artwork of various machines, and then the rest of the title is a mix of period photos, drawings and scale plans. The latter items offer the Mk VI, VII, VIII, IX and XVI; the former three being in 1/72nd and the latter two in 1/48th.

Overall the coverage is very good, although you should note that there is no photo coverage of a Mk XVI included, as all the elements peculiar to that type are actually shown with types like the XIV (teardrop canopy etc). At present we don't have a confirmed UK price for this title, but going by others in the series it will most likely be in excess of £22.

Our thanks to Art Box Co., Ltd

(Dainippon Kaiga Co., Ltd) for the review sample. UK modellers can obtain examples from Midland Counties Publications.



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Although the May and June advertisements were placed in good faith, we apologise for the delay in shipping this kit. In striving for perfection 'Panther' have delayed release and we're truly disappointed that the many orders received have not been mailed as expected.

This is a debut kit and we thank you all for your patience and continued support with the assurance that the wait will be worthwhile.

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Clubs & Societies

Model Clubs and Societies!

If you would like to attract more members to your club just write or fax the details to the editorial address so they can be added to this section, free of charge.

● **IPMS (UK) WEB site at** <http://www.users.globalnet.co.uk/~ipmsuk>. Contact Sue Allen, 8 Oakwood Close, Stenson Fields, Derby, DE 24 3ET. E-Mail sue@ipmsuk.globalnet.co.uk

● **AAM/IPMS PORTUGAL.** Please contact Antonio Neves Santos - R. Prof. Camilo Oliveira, 86A - 4420 GONDOMAR or Tel: 02 4540525.

● **THE ABERDEEN MODELLERS SOCIETY.** Contact David Robertson, 27 Howes Drive, Aberdeen. Tel: 01224 690895.

● **ABINGDON IPMS.** For information contact Tony Clements on 01235 522893.

● **AERO SPACE & VEHICLE Club Wombourne, Nr Wolverhampton.** For details contact J. Van-Leerzem on 01384 278600.

● **IPMS Avon.** Contact Andy Hills (01454 618085) or Phil Evans (01454 852133).

● **AVRO LANCASHIRE IPMS.** Contact Ian. D. Southwood on 01706 224 798 from <<mailto:ianD@KSouthwood.freemail.co.uk>>

● **BIRMINGHAM IPMS.** For more details call 0121 550 0515.

● **BAY MODELLERS CLUB,** Bay of Plenty, New Zealand contact Peter Cook on (NZ) 07-575-6517 or Email Pi-SH@extra.co.nz

● **BANBURY SCALE MODEL CLUB.** Contact Reg Gray on 01295 264875.

● **BARNET IPMS.** Contact Pete Stern (Secretary) on 0181 449 7854.

● **UMS (UNIVERSITY MODELLING SOCIETY)** BIRMINGHAM meets every Thursday at Centre 13 Community Centre, School Road, Moseley, Birmingham.

● **IPMS Bolton (New Branch).** For more details contact Richard on 01204 699379 or Email ipms.bolton@talk21.com.

● **BRAMPTON SCALE MODEL CLUB** (incorporating IPMS Brampton). Contact Sam Bratby, 39 Ermine Way, Sawtry, Huntingdon, Cambs. PE17 5UQ. Tel: 01487 830689.

● **IPMS (CANADA) LONDON.** Contact Kerry Traynor on 1-519-453-4818.

● **CHELMSFORD MODEL CLUB.** Please note that this club has merged with the Essex Scale Model Society (see entry elsewhere).

● **CHAPITRE REAL COTE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 659 5241 Email: jmarcp@megaweb.ca

● **THE CLACTON BRANCH** of the IPMS. Contact Peter Terry on 01255 428653.

● **IPMS CLEVELAND.** Contact: Mike Burns on 01642 592357 or Gary Stevenson on 01642 490589.

● **COVENTRY AND WARWICKS IPMS.** Contact: Dave Eales for more info on 01926 313330 (phone and fax) or Email: eales.mob@aol.com.

● **CORNISH SCALE MODELLER'S SOCIETY.** For more details contact Tim Rowley (Secretary), 45 Bodrixy St, Hayle. TR27 4ND Tel: 01736 757945 or Mike Fisher (Treasurer), 8 Porthmead Rd, Newquay TR7 3JE (Tel: 01637 874545).

● **DERBY CITY MODEL CLUB.** Contact Gavin (10am to 6pm Saturdays) on 01332 757873 (Tel/Fax) or Julian (evenings) on 01332 514193.

● **IPMS DERBY & DISTRICT.** New branch secretary: Jason McWilliam, 36 Matlock Road, Chaddesden, Derby. DE21 4NY

● **IPMS-Deutschland e.V.** Contact: Günther Lindow, Bergengrünstrasse 5-7, 14129 Berlin, Germany. Email: Volker.Helms@t-online.de

● **EAST KENT MODEL CLUB** meets in Ramsgate. For details contact Stu Davies on 01843 867404.

● **EAST MIDLANDS MODEL CLUB.** Contact Gordon Upton on 01455 230952 (day) or 01455 878722 (evenings).

● **EAST NEUK MODELLING CLUB** For more information contact Brian on 01334 655131 or Dave on 01334 652439.

● **IPMS ESSEX/HARLOW.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **ESSEX SCALE MODEL SOCIETY** (incorporating Chelmsford Model Club). Contact D. Ball on 01245 604552.

● **EASTERN SUBURBS SCALE MODEL CLUB** (ESSMC), Box Hill, Vic, Australia. For more details contact Pete McKinnon, 61+3 9725 5480 or write to: 33 Clegg Ave, Croydon, Vic 3136, Australia.

● **"FAMAS" (PRONOUNCED "FAMOUS")** journal of the Frog & Airfix Model Aircraft Society. Contact: FAMAS, 35 Rosebery Road, Suffield Park, Cromer, Norfolk. NR27 0BX.

● **IPMS FENLAND/SPALDING MODEL GROUP.** Contact Mr B. Pickering 01775 710465.

● **GLASGOW IPMS.** Non-IPMS members welcome. Contact Bruce Smith on 0141 563 2098.

● **GLOUCESTER IPMS.** Contact Jeff Brown, 123 Pleasant Way, Beeches Park, Cirencester. GL7 1BJ. Tel: 01285 659254.

● **GRANTHAM MODEL CLUB.** Contact John Tinkler on 01476 870816 or Craig Gardiner on 01476 401483.

● **IPMS GREECE (CORFU BRANCH)** Contact 0030 661 41506 or Fax 0030 661 41114.

● **GUERNSEY PLASTIC MODELLERS GROUP.** Contact Dave Nash, 7 Pierre Perce Villa, Prince Albert Road, St Peter Port, Guernsey. GY1 1EZ. Tel: 01481 728186.

● **THE HARROW MODELLING SOCIETY.** Contact Roger on 020 89976051 for more details.

● **HOBBY DEPOT MODELER CLUB.** Contact M. Fuller, 1524 Est Summer St., Hartford, WI 53027, USA.

● **IPMS HORNCHURCH.** New Club Secretary; Dave Ryan, 36 The Lintons, Linton Road, Barking, Essex. IG11 8HS. Tel: 0181 594 4670.

ISCA SCALE PLASTIC MODEL CLUB

- East Devon. Contact Mr K. Sweeting 10, Old Barn Close, Stoke Canon, Exeter, Devon. EX5 4AD.

● **IPMS KENT.** For details contact Jim Chapman, 77 Sutherland Avenue, Petts Wood, Kent. BR5 1QY. Tel: 01689 822669.

● **IPMS KINGSTON (CANADA).** Contact Tony on 389 4878.

● **IPMS PROVINCES OF FRANCE.** The URL for IPMS Provinces of France changed to <http://www.multimania.com/ipmspdf/index.htm>

● **IPMS SOUTH AFRICA.** For further details contact Colin Burgess on 011 462 3549 or Email albertrn@global.co.za or visit or Web site at www.kimberley.co.za/ipmssa.

● **IPMS SOUTH EAST LONDON** please ring Paul Brack on 0181 650 6504 or Alan Partington on 0181 697 6929.

● **IPMS STE HELENE** (Montreal, Canada). For information contact Jean Marc Perreault. Tel: 450 656 7243.

● **IPMS TORONTO (CANADA).** Contact IPMS Toronto, 3219 Yonge St., Suite 334, Toronto, Ontario, M4N 2L3, Canada.

● **IPMS UK Fleet Air Arm Special Interest Group.** For more details contact Steve Hubbard on 0208 514 3840.

● **IPMS YU-VOJVODINA** (Yugoslavia). Contact Nenad Miklusev, Bulevar Velika Vlahovica 56/10, 23000 Zrenjanin, Yugoslavia. Email: modelart@ptt.yu

● **LINCOLN MODEL CLUB** (IPMS Lincoln). For more information, contact Ian Crawford on 01522 533380.

● **KAIMAI BRANCH IPMS (NZ).** Contact Peter Cook at brmc-ipmsnz@xtra.co.nz or Tel: 07 5756 517

● **KEIGHLEY PLASTIC MODEL SOCIETY** contact John on (01535) 665722.

● **LOTHIAN MODELLERS CLUB** and Edinburgh IPMS. For details contact Ian Hanratty on 0131 665 4087.

● **MARITZBURG MODELLERS CLUB**, South Africa. Contact Andy Williams 0331-961-850 or Alan Farmer 0332 306446.

● **MEDWAY MODELLING CLUB**, Gillingham, Kent. Contact Harry Greenwood 01634 829531 (daytime) or Bill Clark 01795 426686 (after 7pm).

● **MILDENHALL PLASTIC MODEL CLUB.** For information contact Peter on 01638 742354.

● **MILTON KEYNES MODEL CLUB.** Contact Phil Smith on 01908 505988.

● **NORFOLK SCALE AIRCRAFT MODEL GROUP.** For information call John Turner on 01603 890595.

● **NORTH ESSEX MODELLERS.** Ring Jerry Baker on 01206 855080 or Mark Harris on 01206 842694 for details.

● **NORTH SOMERSET MODELLERS SOCIETY.** For more information ring Fred Tooke on (01934) 416798.

● **NORTH STAFFS MODEL CLUB.** Contact Stefan on 01782 618181 or Phil on 01782 544612 for details.

● **NORWICH SCALE MODEL GROUP.** For more information please contact John Turner on 01603 890595.

● **NOTTINGHAM AND DISTRICT IPMS.** Contact James Downham, 17 Quantock Close, Nottingham, NG5 9QA or Tel: 0115 2696799

● **GREATER PETERBOROUGH MODEL CLUB.** For details ring Jim Sylvester on 01733 571728.

● **THE PENSHOTT MODEL MAKERS SOCIETY.** For more details contact John Boucker on 01384 634437.

● **PLYMOUTH SCALE MODEL ASSOCIATION.** Contact Roger Haskell on 01752 267527 after 6pm.

● **PMC KOELN E.V.**, Germany. For more information contact Michael Winkler, Mertener Str.6, D-50321 Bruehl, Germany or Email: nc-winklern@netcologne.de

● **POOLE SCALE MODELLERS** Contact Malcolm on 01202 694037.

● **POOLE VIKINGS MODEL CLUB** (incorporating Dorset IPMS). For more details contact Paul Moores on 01202 483932.

● **ROBERTSBRIDGE AVIATION SOCIETY MODEL CLUB.** Please contact David Morrice, 27 Derwent Drive, Tunbridge Wells, Kent. TN4 9TB Tel: 01892 520856

● **SALISBURY IPMS.** Please contact Peter James, 'Lithorian', 18 Illyton Avenue, Firsdown, Salisbury, Wilts, SP5 1SH. Tel 01980 862403.

● **SHROPSHIRE SCALE MODELLERS (IPMS Telford).** Contact Gary Stevens, 8 Whittemore Road, Shrewsbury. SY1 3BT.

● **SOUTHEND-ON-SEA MODEL CLUB** (South East Essex IPMS). Contact Dean on 01702 603031.

● **SOUTH LONDON SCALE MODEL CLUB.** For details and an information sheet, please ring Steve Hubbard on 0181 514 3840 or 0860 228194.

● **ST. EDMUNDSBURY SCALE MODELLERS.** Contact Rod Jones (Secretary) on 01284 - 766104.

● **STAFFORD IPMS MODEL CLUB.** For information contact; Terry Campion, 3 Leedhams Croft, Walton-on-Trent, Swadlincote, Derbyshire. DE12. Tel: 01283 713602.

● **STIRLING & DISTRICT MODELLERS SOCIETY** SAE for programme to W. Wood, 37 Woodlands, Sauchie, Clacks. FK10 3PJ. Tel: 01259 722428.

● **SUNDERLAND SCALE MODEL CLUB** meets in Fulwell, Sunderland. Contact Peter Hall 0191 513 0489 or David Dykes 0191 548 7777.

● **SUSSEX MODEL GROUP.** For information please contact 01403 782638.

● **SUTTON COLDFIELD MODEL MAKERS' SOCIETY**

For more information contact Robert Day, 'Ashgrove', Didley Lane, Fillongley, Coventry. CV7 8DQ. Tel: 01676 540469.

● **TAYSIDE MODELLING SOCIETY.** Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's).

● **THURROCK SCALE MODEL CLUB.** For more information please contact John Davies on 01375 406895 or Steve Moore on 0708 853139.

● **WALLINGFORD (IPMS).** For more details contact Club Secretary Steve Lovelock on 01235 817948 or George Clark on 01491 201902.

● **WARRINGTON (IPMS).** For details contact Dave Foxall on 01925 625619.

● **WATFORD SCALE MODEL CLUB.** For more information call Nigel Foster on 01582 667210.

● **WEST MIDDLESEX IPMS.** Contact Les Clancy on 01784 465191 or Tony Horten on 0181 384 3840 for details.

● **YORK & DISTRICT PLASTIC MODELS SOCIETY.** Contact Chris on 01430 873408 or Joel on 01904 766895.

Special Interest Groups (SIGs)

● **WORLD WAR ONE SIG** has a new website at <http://www.users.globalnet.co.uk/~ipmsuk/wingswiresig.htm>

● **WINGS 'N' WIRES.** IPMS World War I Aircraft SIG. Contact Alan Crow, 55 Morven Lea, Blaydon, Tyne & Wear. NE21 4EY.

Events

Scale Aviation Modeller International will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. We will continue to run your notice until the event is held, space permitting.

Upcoming Events

- **July 2nd.** 'A Fort Full of Models', Newhaven Fort, Newhaven, East Sussex. Contact Mid-Sussex IPMS, 15 Aspen Walk, Haywards Heath, RH16 3RB. Fax/Answerphone: (01273) 596581.
- **July 15th/16th.** The North East Modelers Society, 6th Annual Show at Hartlepool Borough Hall. Contact Brian Watt. Tel: 0191 267 7604, Email: nemis@lineone.net.
- **July 16th.** Redhill Collector's Fair at Redhill Aerodrome. For more details Tel: 01737 822200.
- **August 12th.** The 2000 'Virginia Shootout', Salem Civic Center, Salem, VA. For more information contact Jeff Hinchee (540)989 7723 or Email JHinchee@aol.com.
- **August 12th-13th.** Bournemouth Model Spectacular, The Pavilion, Westover Road, Bournemouth, Hants. Contact John Bothamley (01202) 527723 or Email: bisp@balloon-arcade.co.uk.
- **August 18th-19th.** IPMS Regional Model Contest and Swap Meet, Holiday Inn, Mesa, Arizona, USA. For more information contact Dick Christ, Tel: 480 983 7131 or Email: dickc24@aol.com or Jim Frey, Tel: 623 975 9585 or Email: jamescorinnefry@msn.com.
- **August 20th.** IPMS Avon 11th Annual Model Show, Yate Leisure Centre, Kennedy Way, Yate, Nr Bristol, South Gloucestershire. Contact Richard Reynolds, 3 Roman Way, Chippenham, Wiltshire SN15 3TJ. Tel: 01249 856 5222 or Email: thephreak@btconnect.com (Note New Venue).
- **August 21st-22nd.** Hong Kong Open Modelling Competition, YMCA International House, Kowloon, Hong Kong. For more details visit the clubs website at <http://members.hknet.com/~hkssm/>.

● **September 2nd.** Birmingham Aircraft Enthusiasts Fair, National Motorcycle Museum, Bickenhill, Birmingham. Contact C. McQuaide 01543 250369 or Email speedbird707@aol.com.

● **September 3rd.** Aero Space & Vehicle Club Model Show, The Community Centre, Church Road, Wombourne, Nr. Wolverhampton, West Midlands. Contact J. Van Leerzen, 163 Bell Lane, Stourbridge, West Midlands. DY8 5DS.

● **September 3rd.** IPMS Brampton Annual Show, The Priory Centre, St Neots, Cambridge (New Venue). Contact Sam Bratty 01487 830689.

● **September 9th.** IPMS Cleveland Model Show, Priory Social Club, Marston Road, Middlesbrough. Contact Mike Burns, 49 Runswick Avenue, Acklam, Middlesbrough, Cleveland TS5 8HY.

● **September 10th.** Sutton Coldfield Model Makers' Society Model Spectacular 2000. Contact Peter Haywood on (01889) 578074 or Email p_haywood@madasafish.com.

● **September 10th.** Sunderland Scale Model Club, 10th Annual Model Extravaganza at the Nissan Social Club & Sports Centre, Washington, Tyne and Wear, Nr. Sunderland. For more details contact Tom Walton on 0191 5656512 or Dave Dykes on 0191 5487777.

● **September 17th.** Modelfest 2000 Model Show, IPMS Farnborough, Frogmore Community Campus, Yateley, Hants.

● **September 17th.** Wings and Things 2000, Spalding Grammer School, Contact Mr Bill Pickering on 01775 710465.

● **September 23rd.** Svasmcon 2000, 16th Annual Contest, PA National Guard Armory, 740 North Hermitage Road, Hermitage, PA. Contact Tim Reher, 4131 Wynnewood Drive, Sharpsville, PA 16150, USA. Tel: (724) 962 2879. Email: timr@infoonline.net.

● **September 24th.** Chiltern Scale Model Show at the Mosquito Museum, Salisbury Hall, Herts. Contact Dr R.M. Wallsgrove, 36 Ver Road, Redbourn, Herts. AL3 7PE. Tel: 01582 792126.

● **September 24th.** Bolton Model Bonanza, Ridgemont House, Horwich, Bolton. For more information contact Dave on 01204 695375 or Email ipms.bolton@talk21.com.

● **September 24th.** Cape Cod Scale Modelers Association 9th Annual Model Show and Contest Hyannis Elks Lodge, 852 Bearse Way, Hyannis, MA, USA. For information call Ron (508) 394-5513 or e-mail Richard at rreingo@capecod.net

● **September 30th & October 1st.** Le Maquettes Club Des Mauges. 'Mauges Expo 2000'. Contact Le Maquettes Club Des Mauges, Centre Social du Verger, 7, rue du Bois Rénier, 49300 Cholet, France.

● **October 1st.** IPMS Wallingford Model Show at Cholsey School. Contact George Clark (01491) 201902 or Steve Lovelock (01235) 817948.

● **October 1st.** Mega-city Model Motor Madness, Scarborough Village Recreation centre, 3600 Kingston Road, Toronto, Ontario, Canada. For more details contact ask@interlog.com (Alex) or rdevans@sympatico.ca (Dave). Tel: (416) 229 2422 (Alex) or (416) 752 8019 (Dave).

● **October 1st.** IPMS Lincoln/IMPS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000', The Grandstand, Southwell Racecourse, Southwell, Nottinghamshire. Contact Ian Crawford, 51 Richmond Road, 36 Ver Road, Lincoln LN1 1LH. Tel: 01522 533380 or Email icrcrawford@tesco.net.

● **October 8th.** The 8th bi-annual Model Gala, presented by No. 2403 (Aldermaston) Sqdn., ATC at The Hurst School, Tadley, Nr Basingstoke, Hants. For more details contact Keith Searle on 01189 812254.

● **October 9th & 10th.** Maquette expo 2000 at Hyeres near Toulon (French Riviera). Contact Bertrand Deleest, Email: amv83kit@pacwan.fr.

● **October 21st & 22nd.** IPMS (UK) Modelworld 2000, Telford Exhibition Centre, Telford, Shropshire. For more details contact Nick Allen, Email: nick@ipmsuk.globalnet.co.uk

● **October 29th.** Leicester Model Show, Aylestone Leisure Centre, Leicester. For more information contact Vac Jansons Tel: 0116 210 7640 (Leics).

● **November 25th.** IPMS Abingdon Model Show, Preston Road Community Centre, Abingdon. For more information contact Tony Clements Tel: 01235 522893 (Oxon).

Diary

July 2nd. ■ A Fort Full of Models, Newhaven.

July 15th/16th. ■ The North East Modelers Society, 6th Annual Show (Hartlepool).

July 16th. ■ Redhill Collector's Fair

August 12th. ■ The 2000 'Virginia Shootout', Salem, VA (USA).

August 12th-13th. ■ Bournemouth Model Spectacular.

August 18th-19th. ■ IPMS Regional Model Contest & Swap Meet, Mesa Arizona.

August 20th. ■ IPMS Avon 11th Annual Model Show (Yate) (New Venue).

August 21st-22nd. ■ Hong Kong Open Modelling Competition, Kowloon.

September 2nd. ■ Birmingham Aircraft Enthusiasts Fair.

September 3rd. ■ Aero Space & Vehicle Club Show, Wombourne, (Wolverhampton).

September 3rd. ■ IPMS Brampton Annual Show (New Venue).

September 9th. ■ IPMS Cleveland, September 10th. Sutton Coldfield Model Makers' Society Model Spectacular 2000.

September 10th. ■ Sunderland Scale Model Club, 10th Annual Model Show.

September 17th. ■ Modelfest 2000 Model Show, IPMS Farnborough, Hants.

September 23rd. ■ Svasmcon 2000, Hermitage, PA (USA).

September 24th. ■ Chiltern Scale Model Show (Herts).

September 24th. ■ Bolton Model Bonanza.

September 24th. ■ Cape Cod Scale Modelers Association, Hyannis, MA, USA

September 30th & October 1st. ■ 'Mauges Expo 2000' (France).

October 1st. ■ IPMS Wallingford Model Show.

October 1st. ■ Mega-city Model Motor Madness, Toronto, Canada.

October 1st. ■ IPMS Lincoln/IMPS Newark/Newark Model Club and the IPMS UK Spitfire SIG 'Expo 2000'.

October 8th. ■ Model Gala, 2403 (Aldermaston) Sqdn. ATC.

October 9th & 10th. ■ Maquette expo 2000 (France).

October 21st & 22nd. ■ IPMS (UK) Modelworld 2000, Telford.

October 29th. ■ Leicester Model Show.

November 25th. ■ Abingdon Model Show.

IPMS (UK) Recorded Events Information Line:
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Classified

For Sale

● 1/72nd scale (1935-1949 era subject) kits, rarities and lots of Eastern European brands including plastic, resin and vac-forms. Send SAE or IRC for list to Martin Küng, Hippo 43/21, A-1160 Wien, Vienna, Austria.

● Kits for sale: 1/144th scale; Breitling Orbiter 3B (£10.00) and Mirage 2000-5F (£4.50) *Both Plus Packs* 1/72nd scale; ABC Modelfarb Po-2 [CSS-13] (£2.50), Airfix Bristol Bulldog [Header Bag] (£3.00), Encore MiG-3 z.7 (£4.00), Frog F4U-6 Corsair (£2.00), 1/48th scale; Accurate Miniatures Il-2 with skis (£20.00), Arii Messerschmitt Bf 109G-6 (£5.00). Contact the Editor via the editorial address or Email SAMed@compuserve.com.

● Craftworks 1/32nd mixed-media kits of Macchi C.200 (x3). 200.00 lire plus 40.000 postage each. Contact M. Marsan Fax: 0039 771 549240.

● Ian Allen Aircraft Illustrated Annuals 1960, 1961, 1962 and 1980. Will purchase or trade for 1966, 1970, 1983 and 1985 editions. Also Ian Allen B-25 Mitchell at War. Contact L.M. Fox, 14 Oak Road, Eagescliffe, Stockton-on-Tees. TS16 0AS.

● Plastic aircraft kits 1/72nd and 1/144th. Also 1950s and later magazines (e.g. Airfix & Air Pictorial) and books. SAE for lists to Richard Harlow, 73 The Paddocks, Old Catton, Norwich. NR6 7HE. Tel: 01603 426064.

● Most copies of Scale Aircraft Modelling from 1981 and many copies of Scale Aviation Modeller International. Buyer collects - must take all - £20.00. Contact A. Maynard Tel: 01634 240181 (Kent).

● Tamiya 1/350th USS Enterprise, £80. Unbuilt and at 1/2 UK price. Price includes insured UK postage. Contact Stuart on 01592 771951 (Fife).

● Large collection of various nationalities' aviation books, magazines, including complete sets Aircars and Koku-Fan Famous Aircraft of the World. Contact J. Fraser, 15 Mauricewold Rise, Penicuik, Midlothian. EH26 0BJ. Tel: 01968 672628.

● World Air Power volumes 1-36. As new condition, £8 each. Contact John Hebditch on 01380 812581.

Wanted

● AMT Havoc B/C in 1/48th scale. Contact: Stuart 01284 810206 (evenings).

● AeroMaster decal sheet 48-D42 'Spitfire Mk V Collection' (aircraft AA853, CW-X required). Contact Derek Williams Tel: 0831 513873.

● Replic magazines Nos 1, 2, 7, 9, 12, 21, 41, 43, 58 & 59. Also 'The History of 73 Squadron Pt.2 (Nov 40 to Sept 43)' published by Tudor Publications and any Air Publications (AP's), Pilot's Notes (UK), Flight Manuals (USA) and all forms of Parts Manuals on all military aircraft types. Specifically Vol 1 & 3s for AP's. Will purchase batches, or singles. I would also like to borrow similar for copying, postage etc covered. Contact the Editor, in writing, at the editorial address or e-mail SAMed@compuserve.com.

● Monogram EF-111 Raven 1/72nd scale kit. Any quantity, any condition and at any cost. Will strongly consider ready made examples. Contact D. Taylor Tel: 01769 574240 (Devon).

● Profile Publications aircraft series from number 263 to the last one. Contact Patrick Licausi Tel: 33 6 09 82 85 37 (France).

● Karo-As 1/48th Mitsubishi A7M1 Reppu. Please contact Gary Wenko, 10 Clement's Way, Beck Row, Bury St. Edmunds, Suffolk. IP28 8AB. Tel: 01638 714543.

● Original instruction sheet (or good photocopy) from the Monogram Boeing B-29 showing all the Enola Gay modifications. Contact Tony Tel: 01245 328145 (Essex).

● Scale Aircraft Modeling Vol 4 Iss 11, or copy of the Rhodesian Air Force article in it. Contact Daniele Lamberti, Via Gasparini 11/1, 24125-Bergamo, Italy.

Information

DHC Chipmunk scale plans, Air Publications, also

information on stencils and their placement on RAF aircraft. Any other information gratefully received. Contact Chris Royston, 208 Shawfield Road, Ash, Aldershot, Hants. GU12 6SQ.

Help!

● Paint colour instructions needed (preferably for Humbrol and Revell) for Westland Whirlwind (fighter). Also Japanese, Gurkha and Australian infantry in Pacific Theatres. Email TJEdwards@ardua.fsnet.co.uk.

● Has anyone got a copy of 'Mosquito Monograph' that was privately published in Australia in 1982. If so, I would like to obtain a copy. Any leads gratefully received. Also any info and photos on the 'Ultravision' B-29 modifications of the late 1940s. Any information gratefully received. Contact the Editor at the editorial address or Email SAMed@compuserve.com.

● Can anyone who was a member of IPMS JHQ please contact Gary Stevens, 8 Whittemore Road, Shrewsbury, Shropshire. SY1 3BT for a possible reunion display at the IPMS Nationals.

● Members of the Czech PMC would like to co-operate with clubs abroad. We're mainly interested in 1/48th and 1/72nd scale aircraft and can offer information about our activities on disc in a *ppt file. Contact Libor Malý, Černohorského 741, 288 02 Nymburk, Czech Republic. Email: galler@ceb.cz.

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All submissions to the Readers Classified section MUST be typed. We will no longer entertain any hand-written submissions. We regret having to insist on this, but a number of problems have arisen due to unclear handwriting in previous advertisement submissions.

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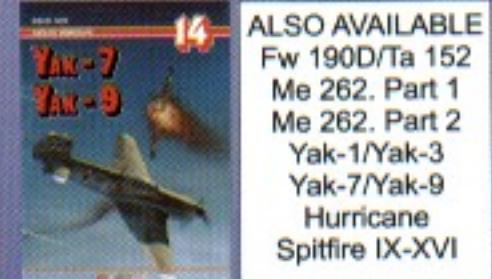
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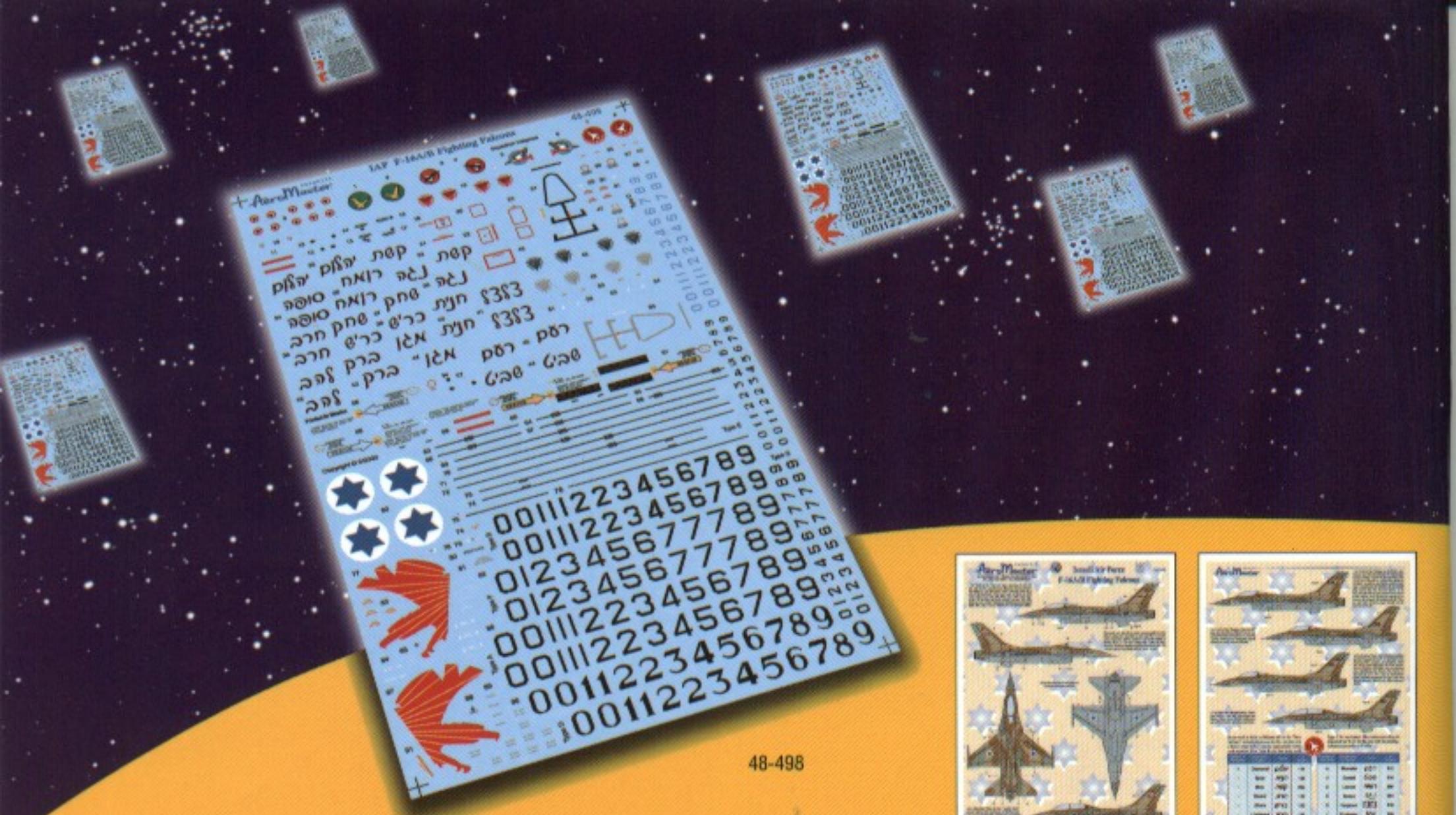
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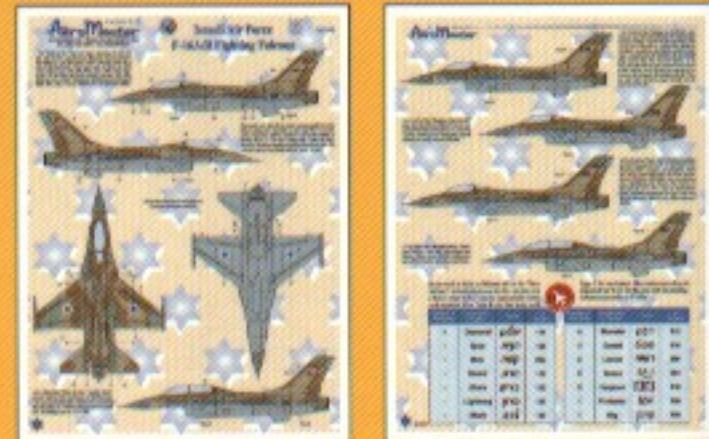
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- Stevens Int'l • Hobbytime Distributors
- Legacy Distributors (VLS) • Pan American Int'l
- Beaver Corporation
- J.B. Distributors
- Eduard Model Co.
- Ita Trading Co. • Misterek
- Cockpit Jouets
- Hobbies • Athena Books
- Model Engineering
- Modikraft • Canadian Hobbycraft
- Aeromodel • Eduard
- Warbirds Distribution
- Good Its • Botai
- Falcon Supplies
- Formatek



**World Wide
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